

HERTSLET

CHINA  
TREATIES

1855 - 1907

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**PART V.**

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**MISCELLANEOUS DOCUMENTS,  
1877-1907.**

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MISCELLANEOUS DOCUMENTS.

PART V.

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*Boundaries.*

1. That the limits wherein these regulations are binding be the British Concession, Amoy.

*Roads, Jetties, &c., Assessment on Land and Houses, Rates, Dues, and Taxes. Consul to convene a Meeting of Renters and other Persons entitled to vote.*

2. In order that due provision should be made for the making of roads, building public jetties and works, and keeping them in repair, and for cleansing, lighting, watering and draining the Settlement generally, establishing a watch or police force therein, establishing sanitary regulations, paying the persons necessarily employed in any municipal office or capacity, and for raising money by way of loan for any of the purposes aforesaid, Her Britannic Majesty's Consul shall, in the first week of December of each year, or on the requisition hereinafter mentioned, convene a meeting of all persons entitled to vote as hereinafter provided to devise ways and means of raising the requisite funds for these purposes;

\* For Land Regulations and Bye-laws for the Foreign Settlement at Kulangsu, Amoy, see No. 147, page 774.

## [Land Regulations. Amoy.]

and at such meeting it shall be competent for the said persons, or a majority of those present, to declare an assessment in the form of a rate to be made on land or buildings within the said limits ; and it shall also be competent for the said persons, or a majority of them as aforesaid, to impose other rates and taxes for the purposes aforesaid in the shape of wharfage dues, licence fees, &c.

*Land-renters and others to appoint a Committee or Council. Authority to sue for Taxes, &c.*

3. It is further provided that said land-renters and others as aforesaid shall appoint, in the mode hereinafter described, an executive Committee or Council to consist of not more than five or less than three persons for the purpose of levying the rates, dues, and taxes hereinbefore mentioned, and applying the funds realised from the same for the purposes aforesaid, and for carrying out the Regulations now made ; and such Committee, when appointed, shall have full power and authority to levy and apply such rates, dues and taxes, and recover the same from all defaulters in the court under whose jurisdiction such defaulter may be.

*Making of New Bye-laws.*

4. When in pursuance of these Regulations the above-mentioned Committee and Council shall be duly elected, all the power, authority and control conferred by the Bye-laws now sanctioned and annexed to these Regulations and all the rights and property which by such Bye-laws are declared to belong to any Committee or Council as aforesaid, shall vest in and absolutely belong to such Committee or Council, and to their successors in office ; and such Committee shall have power and authority from time to time to make other Bye-laws for the better enabling them to carry out the object of these Regulations, and to repeal, alter, or amend any such Bye-laws, provided such other Bye-laws be not repugnant to the spirit of these Regulations, and be duly confirmed and published ; and provided also that no Bye-law or amendment made by the Committee under the authority of these Regulations, except such as relate solely to their Council, or their officers or servants, shall come into operation until passed and approved by Her Britannic Majesty's Consul and the ratepayers in special meeting assembled, of which meeting, and the object of it, 10 days' notice shall be given.

*Audit of Accounts.*

5. And whereas it is also expedient that due provision should be made for the auditing of the accounts of the said Committee or Council, and for the obtaining the approval and sanction of them by the ratepayers in public meeting duly assembled, it is provided that the said audit and the said sanction and approval shall be made at the annual public meeting convened as hereinbefore mentioned.

## [Land Regulations. Amoy.]

*Recovery of Penalties under Bye-laws.*

6. It is further provided that any penalty or forfeiture or fees on licences, provided for in the Bye-laws framed under the authority of these Regulations, and imposed in pursuance of such Bye-laws, may be recovered by summary proceedings; and it shall be lawful for Her Britannic Majesty's Consul, upon conviction, to judge the offender to pay the penalty or incur the forfeiture as well as such costs attending the conviction, as the Court may think fit. All fines and penalties levied under these Regulations, and the Bye-laws framed and to be framed under them, shall be carried to the credit of the Committee or Council.

*Consul may at any time call Meeting of Ratepayers.*

7. It is further provided that it shall be competent for Her Britannic Majesty's Consul, at any time when it may appear to him needful or upon the requisition of ten of the ratepayers, to call a public meeting, giving 10 days' notice of the same, setting forth the business for the consideration of which it is convened. All resolutions passed by a majority of two-thirds of the qualified voters present at any such public meeting, on all such matters aforesaid, shall be valid and binding on the whole of the ratepayers. At such meeting Her Britannic Majesty's Consul shall take the chair, and in his absence then such ratepayer as the majority of voters present may nominate, who shall report to Her Britannic Majesty's Consul the resolutions passed at such meeting for his concurrence and approval, and unless such approval be officially given, such resolution shall not be valid and binding, provided always that a term of 10 days shall elapse between the date of the resolution and the signification of approval by the Consul. In all cases in which ratepayers in public meeting assembled, as herein provided, decide upon any matter of a municipal nature not already enumerated, affecting the general interest, or impose any new or extraordinary tax, any person considering himself prejudiced in property or interest by the resolution may, within the period of 10 days aforesaid, represent his case to the Consul for his consideration. After the expiration of the term of 10 days, the Consular approval, if signified, shall be binding.

*Election of Council. Persons entitled to Vote.*

8. It is provided that members of the Municipal Council shall be elected by ballot at a place appointed by Her Britannic Majesty's Consul, 14 days previous to the annual meeting, and that at all meetings the following persons shall alone be entitled to vote, viz.: Land-renters, recognized agents acting for firms who are land-renters and persons holding formal authority to act as proxies for absent land-renters, and all taxpayers of \$5 and upwards per annum.



*Qualified Voters may Nominate Five Persons for Council.*

9. It is provided that on or before the 15th November in each year it shall be competent for every person entitled to vote for the election of Council to send in writing, to Her Britannic Majesty's Consul, the names of five duly qualified persons accompanied by their agreement to serve, if elected, attaching his signature to the memorandum. The names of all the persons proposed will then be circulated and exhibited in the Consulate. On the day appointed for the election, should the members proposed exceed the required number, a ballot will take place as set forth in the foregoing Regulation.

*Qualification for Members of Council.*

10. All ratepayers of six months' residence in the Settlement, having paid all taxes due, and whose annual payment shall amount to the sum of \$20 and upwards, shall be qualified to be members of the Municipal Council.

*Vacancies.*

11. In case of a vacancy or vacancies occurring in the Committee or Council during the municipal year, the Council shall be authorized to fill up such vacancy or vacancies as they occur.

*Tenure of Office.*

12. The Council shall enter upon their office immediately after the annual meeting, and at their first meeting the new Council shall elect a Chairman, Secretary and Treasurer. In the temporary absence of the Chairman, the members present at any meeting of the Council shall elect their Chairman for such meeting.

*Officers.*

13. The Council may from time to time appoint such officers and servants as they think necessary for carrying out these Regulations, and fix the salaries and allowances of such officers and servants, and may pay the same out of the municipal funds, and make Bye-laws for the government of such officers and servants, and may discontinue or remove any of them, from time to time, as they shall think fit.

*Funds.*

14. The Council shall administer the municipal funds for the public use and benefit at their discretion, in accordance with the object and view expressed at the general meeting, and within the limits of the budget passed thereat, and a statement shall be drawn up by them at the end of each year for which the Council has been elected, showing the nature and amount of the receipts and disbursements of the Municipal Council fund for that year, and the said statement shall be circulated for the general information at least 10 days before the general meeting is convened.

## [Land Regulations. Amoy.]

*Persons acting in execution of these Regulations not to be personally liable.*

15. No matter or thing done, or contract entered into, by the Council, nor any matter or thing done by any member thereof, or person whomsoever, acting under the direction of the Council, shall, if the matter or thing were done, or entered into, *bonâ fide* for the purpose of executing these Regulations, subject them or any of them personally to any action, liability, claim, or demand whatsoever, and any expense, properly and with due authority incurred by the Council, member thereof, or person acting as last aforesaid, shall be borne and repaid out of rates levied under the authority of these Regulations.

## BYE-LAWS

*Annexed to the Land Regulations for the British Concession, Amoy.*

1. The entire control and management of the roads, jetties, public buildings, sewers and drains within the limits of these Regulations, and all sewers and drains in and under the roads, and all the works and materials thereunto belonging, whether made at the time of the passing of these Regulations, or at any time thereafter, and whether made at the cost of the Council or otherwise, shall vest in and belong to the Council.

2. The Council and none other shall be surveyor of all highways within the limits of the aforesaid Regulations, and within those limits shall have all such powers and authorities as such surveyors of highways are ordinarily invested with.

3. The management of the roads, streets, bunding and jetties, and the laying out and repairing thereof, shall be vested in the Council; and all materials, implements, and other things provided for laying out and repairing said roads, streets, bunding and jetties shall belong to the Council.

4. The Council may stop up any road or street, and prevent all persons from passing along and using the same during the construction, alteration, repair or demolition of any sewer or drain in or under such road or street, but must allow access to houses.

5. Every person who wilfully displaces, takes up, or makes any alteration in the pavement, flags, or other materials, of any streets, bunding, or jetties, under the management of the Council, without their consent in writing, shall be liable to a penalty not exceeding \$25, together with the cost of replacing same.

6. When any building materials or other things are laid, or any hole made in any of the roads, whether the same be done by the Council or not, the person or persons causing such hole to be made, shall, at his own expense, cause a sufficient light to be fixed in a proper place on or near the same, and continue such light every night from sun-setting to sun-rising while such materials or hole remain; and such person shall, at his own expense, cause such materials or other things and such hole to be sufficiently fenced and enclosed until such materials or other things are removed, or the hole filled up, or otherwise made secure. And every such person who fails so to light, fence, or enclose the same shall for every such offence be liable to a penalty not exceeding \$25.

7. If any building, wall, or hole, or other place near any street be, for want of sufficient repair, protection, or enclosure, dangerous to the passengers along such street, the owner shall repair the same, or in default the Council shall cause the necessary repairs to be made, and the expenses of the same shall be recoverable as damages from the owner.

8. The Council may give notice to the owner or occupant of any house or other building to remove or alter any porch, shed, projecting window, step, or any other obstruction or projection, erected or placed against, or in front of, any house or other building within the limits of these Regulations, and which is an obstruction to the safe and convenient passage along any road or street; and such owner or occupant shall, within fourteen days after the service of such notice upon him, remove such obstruction, or alter the same in such manner as shall have been

## [Extradition of Chinese.]

directed by the Council, and in default thereof shall be liable to a penalty not exceeding \$10, and the Council in such case may remove such obstruction or projection, and the expense of such removal shall be paid by the owner or occupant so making default, and shall be recoverable as damages.

9. No person shall obstruct the public roads or footpaths with any kind of goods or building materials under a penalty of \$10 for every twenty-four hours of continued obstruction; and after the first twenty-four hours that notice of removal shall have been given to the owner of the same, or in the absence of any such person, or inability on the parts of the agents of the Council to find him, the Council shall remove and retain the same until the expense of such removal shall have been paid, or may recover the expense of such removal as damages.

10. In the case of any stagnant pool, ditch, or pond of water, pig-stye, cow-house, stable, privy, or any other building, construction, or thing, being proved a nuisance to the occupiers of adjacent lots, or to the public, the Secretary of the Council shall forthwith give notice to the owner, or reputed owner, agent, or occupant, that such nuisance must be removed; and if the same be not removed within a time considered reasonable by the Council, the Council may abate such nuisance at the expense of the owners of such property, the same being recoverable as damages.

11. No spirit shop, or house of entertainment of any kind, shall be opened within the limits of the Settlement, without a licence first obtained from the Council, countersigned by Her Britannic Majesty's Consul under a penalty not exceeding \$100, recoverable from the person committing such offence.

12. All persons causelessly creating a noise or disturbance, and all persons guilty of furious and improper riding or driving, or leading horses upon the roads, to the endangerment of passers-by, or obstructing the fairway to or from the landing steps, or who shall commit any act which may legitimately come within the meaning of the term nuisance, shall be liable to a penalty not exceeding \$10.

13. No cattle or horses shall be allowed to go loose at any time, or to be tethered in the roads of the Settlement, under a penalty not exceeding \$5.

14. It shall be lawful for any officer or agent of the Council, and all persons called by him to his assistance, to seize and detain any person who shall have committed any offence against the provisions of these Bye-laws, and hand him over to the proper authority, provided also that no person shall be arrested or detained in custody further than may be necessary to prevent disturbance or to secure the identification of the offender to prevent his escape.

15. Every penalty or forfeiture imposed by these Bye-laws, made in pursuance thereof, the recovery of which is not otherwise provided for, may be recovered by summary proceeding, and upon conviction the offender shall pay the penalty or forfeiture incurred, as well as such costs attending the conviction as the Court shall think fit.

16. The discharge of firearms beyond the limits of persons' own premises is prohibited under penalty not exceeding \$10 for each offence, unless specially sanctioned by the Council.

(No. 178.) *ORDINANCE of the Government of Hong Kong to amend the Law relating to the Extradition of Chinese Criminals.\**

[No. 26.]

[July 3, 1889.]

(L.S.) G. WILLIAM DES VŒUX.

WHEREAS by Article XXI of the Treaty between Her Majesty and the Emperor of China, done at Tientsin on the 26th June, 1858 (No. 6), it was agreed and concluded that if criminals,

\* "Hertslet's Commercial Treaties." Vol. 18. Page 649. This Ordinance, with Ordinance No. 23 of 1897 (No. 184) incorporated, appears as "Ordinance No. 7 of 1889" in the "Ordinances of Hong Kong" (Revised Edition, Vol. I, page 658), published at Hong Kong in 1904.

## [Extradition of Chinese.]

subjects of China, shall take refuge in Hong Kong, or on board the British ships there, they shall, upon due requisition by the Chinese authorities, be searched for, and, on proof of their guilt, be delivered up ;

And whereas it is expedient to amend the law for the more effective carrying out of the said Treaty in relation to the surrender of criminals, subjects of China, who take refuge in Hong Kong, or on board the British ships there :

Be it enacted by the Governor of Hong Kong, by and with the advice and consent of the Legislative Council thereof, as follows :—

2. Ordinances No. 2 of 1850\* and No. 2 of 1871† are hereby repealed, but such repeal shall not affect anything done or suffered, or any proceedings for the surrender of a criminal commenced under the said Ordinances, or either of them, before the coming into operation of this Ordinance, and such proceedings may be completed and the criminal surrendered as if this Ordinance had not come into operation.

3. In this Ordinance, unless repugnant to, or inconsistent with, the context, the term “ extradition crime ” shall mean a crime which if committed in the Colony would be one of the crimes mentioned in the First Schedule hereto, and the term “ fugitive criminal ” shall mean any subject of China accused of an extradition crime committed within the jurisdiction of China or on board a Chinese ship on the high seas, who is or is suspected of being in Hong Kong or on board a British ship there.

The crimes mentioned in the First Schedule to this Ordinance shall be construed according to the law in force in the Colony at the date of the alleged crime.

4. The provisions of this Ordinance shall apply to the surrender of criminals under any future arrangement that may be made by Her Majesty with the Emperor of China with respect to the surrender of fugitive criminals, as well as to their surrender under any Treaty in force at the coming into operation of this Ordinance.

5. The following restrictions shall be observed with respect to the surrender of fugitive criminals :—

(1) A fugitive criminal shall not be surrendered if the offence in respect of which his surrender is demanded is one of a political character, or if he prove to the satisfaction of the Magistrate, or of a Judge of the Supreme Court, if brought before the Court on a writ of *habeas corpus*, or of the Governor, that the requisition for his surrender has in fact been made with a view to try or punish him for an offence of a political character, or for an offence which is not an extradition crime.

(2) A fugitive criminal, who has been accused of an offence within British jurisdiction not being an offence for which his sur-

\* “Hertslet’s Commercial Treaties.” Vol. 10. Page 50.

† “Hertslet’s Commercial Treaties.” Vol. 13. Page 358

## [Extradition of Chinese.]

render is demanded, or who is undergoing sentence under any conviction in the Colony, shall not be surrendered until after he has been discharged, whether by acquittal, or on expiration of his sentence, or otherwise.

(3) A fugitive criminal shall not in any case be surrendered unless an engagement is given by the Chinese Government that he shall not, until he has been restored or had an opportunity of returning to Her Majesty's dominions, be detained or tried in China for any offence committed before his surrender other than the extradition crime on which the surrender is demanded.

6. Every fugitive criminal, who is in Hong Kong, shall be liable to be apprehended and surrendered in manner provided by this Ordinance, whether the crime in respect of which the surrender is demanded was committed before or after the passing of this Ordinance, and whether there is or is not any concurrent jurisdiction in any Court in the Colony over that crime.

7. Whenever the requisition for the surrender of a fugitive criminal, who is in, or suspected of being in, Hong Kong, is made to the Governor by some officer of the Chinese Government, the Governor may, by order under his hand and seal, signify to a Magistrate that such requisition has been made, and require him to issue his warrant for the apprehension of the fugitive criminal.

8. A Magistrate, on receipt of the said order, shall issue his warrant for the apprehension of the fugitive criminal, or, if the fugitive criminal be already in custody, shall issue his order to all necessary persons to bring the fugitive criminal before him to be dealt with according to this Ordinance.

9. A Magistrate may also issue his warrant for the apprehension of a fugitive criminal on such information or complaint as would, in his opinion, justify the issue of a warrant if the crime had been committed in the Colony.

A fugitive criminal apprehended on a warrant so issued shall be discharged by the Magistrate, unless the Magistrate within such time as, with reference to the circumstances of the case, he shall think reasonable, receives from the Governor an order signifying that a requisition has been made for the surrender of such fugitive criminal.

10.\* When a fugitive criminal is brought before a Magistrate, he shall hear the case in the same manner, and have the same jurisdiction and powers, as nearly as may be, as if the prisoner were brought before him charged with an indictable offence committed in the Colony.

The Magistrate shall receive any evidence which may be tendered to show that the crime of which the prisoner is accused is an offence of a political character, or is not an extradition crime.

11. If, at the hearing before a Magistrate, such evidence is pro-

\* Amended by Ordinance No. 23 of 1897 (No. 184).

## [Extradition of Chinese.]

duced as would, subject to the provisions of this Ordinance, justify the committal of the fugitive criminal for trial at the Supreme Court if the crime of which he is accused had been committed in the Colony, the Magistrate shall commit him to Victoria Gaol to await the further order of the Governor, but otherwise shall order him to be discharged.

If the Magistrate commits the fugitive criminal to Victoria Gaol he shall thereupon inform the fugitive criminal that he will not be surrendered until after the expiration of 15 days from the date of such committal, and that he has a right to apply to the Supreme Court for a writ of *habeas corpus*, and such Magistrate shall forthwith send to the Governor the depositions and other evidence in the case, together with a report thereon, and in particular in relation to—

(a) The lapse of time since the commission of the extradition crime;

(b) The length of residence in the Colony of, and the character of, the fugitive criminal;

(c) Any circumstance throwing suspicion on the origin or nature of the charge made.

12. Before ordering a fugitive criminal to be discharged the Magistrate shall cause notice of his intention to make such order to be served on the Crown Solicitor.

13.—(1) Upon the expiration of 15 days from the date of the Magistrate's order of committal, or if a writ of *habeas corpus* has been issued, and if upon the return to the writ the Supreme Court has not discharged the fugitive criminal, immediately after the decision of the Court, or after such further period in either case as the Governor may allow, the Governor may, by warrant under his hand and seal, order the fugitive criminal to be surrendered to such person as the Governor considers to be authorized to receive him on behalf of the Chinese authorities, and the fugitive criminal shall be surrendered accordingly: Provided always, that whenever the Governor shall, from the Magistrate's report or otherwise, have reason to suppose that any fugitive criminal, who has been committed to the Victoria Gaol to await the further order of the Governor, has been resident in the Colony for one year or upwards, the depositions and evidence taken before the Magistrate on the investigation of the case shall, together with the Magistrate's report thereon, be considered by the Governor in Council, who shall be assisted in such consideration by the Chief Justice of the Colony, and the Governor in Council shall decide whether such fugitive criminal shall be surrendered or not.

(2) If the fugitive criminal while in the Colony escapes out of any custody into which he has been delivered in pursuance of a Magistrate's warrant as aforesaid, it shall be lawful for any police officer or constable to take him without warrant, and to restore him to the custody from which he has escaped, and for the person from

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HONG KONG.

[No. 178.

[Extradition of Chinese.]

whose custody the fugitive criminal has escaped to retake him, or receive him from such police officer or constable, and to hold him at all times as upon the original warrant.

14. Except where any proceedings are actually pending upon a writ of *habeas corpus* before the Supreme Court, and in such case with the concurrence in writing of the Judge having cognizance thereof, the Governor may at any time by order under his hand and seal discharge a fugitive criminal from custody.

15. If a fugitive criminal who has been committed to prison under this Ordinance to await the order of the Governor is not surrendered and conveyed out of the Colony within two months after such committal, any Judge of the Supreme Court may, upon application made to him by or on behalf of the fugitive criminal, and upon proof that reasonable notice of the intention to make such application has been given to the Crown Solicitor, order the fugitive criminal to be discharged out of custody unless sufficient cause is shown to the contrary.

16. Every person who is accused or convicted of having counselled, procured, commanded, aided, or abetted the commission of any extradition crime, or of being accessory before the fact to any extradition crime, shall be deemed, for the purposes of this Ordinance, to be accused or convicted of having committed such crime, and shall be liable to be apprehended and surrendered accordingly.

17. If any suit or action be brought against a Magistrate, superintendent of the Victoria Gaol, gaoler, police officer, constable, or any other person for anything done under or in obedience to any warrant or order issued under the provisions of this Ordinance, the proof of such warrant or order shall be a sufficient answer to such suit or action, and the defendant on such proof as aforesaid shall be entitled to a verdict or judgment accordingly, and shall also be entitled to all costs of suit.

18. The forms in the Second Schedule hereto, or forms to the like effect, with such variations and additions as circumstances require, may be used for the purposes therein indicated and according to the directions therein contained, and instruments in these forms shall (as regards the form thereof) be valid and sufficient.

19. This Ordinance shall not come into operation unless and until the Officer administering the Government notifies by Proclamation that it is Her Majesty's pleasure not to disallow the same; and thereafter it shall come into operation on such day as the Officer administering the Government shall notify by the same or any other Proclamation.

Passed the Legislative Council of Hong Kong, this 25th day of June, 1889.

ARATHOON SETH, *Clerk of Councils.*

Assented to by His Excellency the Governor, the 3rd day of July, 1889.

FREDERICK STEWART, *Colonial Secretary.*

## [Extradition of Chinese.]

## FIRST SCHEDULE.

## EXTRADITION CRIMES.

Murder, and attempt to murder.

Manslaughter.

Malicious wounding.

Counterfeiting or altering money, uttering or bringing into circulation counterfeit or altered money.

Forgery, or counterfeiting or altering, or uttering what is forged or counterfeited or altered, comprehending the crimes designated in the laws of Hong Kong as counterfeiting or falsification of paper money, bank notes, or other securities, forgery, or other falsification of other public or private documents, likewise the uttering, or bringing into circulation, or wilfully using such counterfeited, forged, or falsified papers.

Embezzlement or larceny.

Receiving stolen goods.

Obtaining money or goods by false pretences.

Crimes against bankruptcy law.

Fraud committed by a bailee, banker, agent, factor, trustee, or director or member or public officer of any Company, made criminal by any Law for the time being in force.

Rape.

Abduction.

Child stealing.

Kidnapping.

False imprisonment.

Burglary or housebreaking

Arson.

Robbery with violence.

Threats by letter or otherwise with intent to extort.

Piracy whether by law of nations or by municipal law.

Sinking or destroying a vessel at sea, or attempting to do so.

Assaults on board a ship on the high seas with intent to destroy life or to do grievous bodily harm

Revolt or conspiracy to revolt by two or more persons on board a ship on the high seas against the authority of the master.

Perjury or subornation of perjury.

Malicious injury to property, if the offence be indictable.

Any indictable offence under Ordinance No. 7 of 1865, entitled "An Ordinance to consolidate and amend the enactments in force in this Colony relating to larceny and other similar offences," or any Ordinance amending or substituted for the same, which is not included in the foregoing list.

Any indictable offence under Ordinance No. 6 of 1865, entitled "An Ordinance to consolidate and amend the enactments in force in this Colony relating to indictable offences by forgery," or any Ordinance amending or substituted for the same which is not included in the foregoing list.

Any indictable offence under Ordinance No. 10 of 1865, entitled "An Ordinance to consolidate and amend the enactments in force in this Colony against offences relating to the coin," or any Ordinance amending or substituted for the same, which is not included in the foregoing list.

Any indictable offence under Ordinance No. 4 of 1865, entitled "An Ordinance to consolidate and amend the enactments in force in this Colony relating to offences against the person," or any Ordinance amending or substituted for the same, which is not included in the foregoing list.

## SECOND SCHEDULE.

*Forms.*

Form of Order by the Governor to a Magistrate to issue his Warrant.

Form of Warrant of Apprehension by order of the Governor.

Form of Order to bring before a Magistrate a Criminal already in custody.

Form of Warrant of Apprehension without order of the Governor.

Form of Warrant of Committal.

Form of Warrant of the Governor for the Surrender of a Fugitive Criminal.

Form of Order of Discharge by the Governor.



(No. 179.) *IMPERIAL DECREE ordering Protection to be afforded to Foreign Missionary Establishments. 13th June, 1891.\**

(Translation.)

WE have received a memorial from the Tsung-li Yamên dwelling on the frequency of missionary cases, and praying that stringent instructions should be issued to the various Viceroys and Governors, directing them to take prompt measures for dealing with the question. The memorialists state that, during the fourth moon of the present year (8th May to 6th June, 1891), the missionary buildings at Wuhu, in Anhui, were burnt down by rioters, and that missionary premises in the Tan Yang district, in Kiangsu, in the market town of Wuhsueh, in Hupei, and at various other places, were also in close succession similarly destroyed, and they urge the extreme importance of securing the apprehension of the rioters, and of taking timely and effectual measures of protection.

The right of foreign missionaries to promulgate their religions in China is provided for by Treaty and by edicts which were previously issued ; the authorities of all the provinces were commanded to afford them protection as circumstances required. There has been peace and harmony between Chinese and foreigners for a long series of years, and how comes it that within the last few days all these cases of the burning and destruction of missionary buildings should have occurred almost simultaneously ? It is assuredly a matter which excites the greatest surprise. It is plain that, connected with the movement, there are desperate characters secretly plotting to gain adherents, and to inflame the feelings of the people by the dissemination of false rumours, their object really being to take advantage of the opportunity to commit rapine and plunder.

What is still worse, good and peaceable citizens are being inveigled to join them in committing a succession of the gravest crimes, and unless severe punishment is meted out to them how can the majesty of the law be upheld, and the tranquillity of the country preserved ?

We command the Viceroys of the Two Kiang and of Hu Kuang, and the Governors of Kiangsu, Anhui, and Hupei to lose no time in directing the civil and military authorities concerned to take steps for arresting the principal criminals and for having them tried, and, when found guilty, condemned to capital punishment, in order that a warning may be given for the future.

The religions of the West have for their object the inculcation of virtue, and though people become converts, they still remain Chinese subjects, and continue to be amenable to the jurisdiction of the local authorities.

There is no reason why there should not be harmony between the

\* Parliamentary Paper. China, No. 1 (1892). Page 92. See also Decree of 9th August, 1895 (No. 181).

## [Contracts for Loans.]

ordinary people and the adherents of (foreign) religions, and the whole trouble arises from lawless ruffians fabricating baseless stories, and making an opportunity for creating disturbance. These bad characters exist everywhere. We command the Manchu Generals-in-chief, the Viceroys, and Governors in all the provinces to issue Proclamations, clearly explaining to the people that they must on no account give a ready ear to such idle tales and wantonly cause trouble. Let all who post anonymous placards and spread false rumours inflaming the minds of the people be at once arrested and severely punished. The local authorities are bound to afford due protection at all times to the persons and property of foreign merchants and foreign missionaries, and must not allow them to be injured or molested by evil characters.

Should the precautionary measures be lacking in stringency, and trouble be the result, we command that the local authorities be severely denounced. We further command the Manchu Generals-in-chief, the Viceroys and Governors in all the provinces, to take immediate steps for settling all outstanding cases and not to allow their subordinates to shrink from the difficulty of the task and interpose delays, in order that a complete clearance may be made of all arrears in the archives.

Let this decree be proclaimed for general information.

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(No. 180.) CHINESE NOTE. *Procedure to be observed in cases where the Provincial Authorities in China may desire to enter into Contracts with Foreign Financial Houses for the purpose of obtaining Loans. 23rd February, 1892.\**

*Chinese Legation,*

MY LORD MARQUIS,

*23rd February, 1892.*

I HAVE the honour to forward to your Lordship the enclosed copy of a Circular Note which the Tsungli-Yamên have addressed to the Representatives of China in foreign countries, and which they have directed them to communicate to the Courts to which they are severally accredited.

As your Lordships will perceive on perusing the Note, it relates to the procedure to be observed in cases where the Governors-General, Governors, and others may desire to enter into contracts with foreign financial houses with the object of obtaining loans.

Henceforth, no contract for a provincial loan is to be concluded until the local official for whose administration the money is required shall have submitted it to the Central Government, and a notification that the project has received the Imperial sanction shall have been made by the Tsungli-Yamên to the Representative

\* "London Gazette," 4th March, 1892.

at Peking of the country more immediately concerned in the transaction. Loans contracted by the local authorities in contravention of this procedure will consequently be held to be illegal, and the Chinese Government absolved from all responsibility in connection with them.

This measure, which has been approved by His Majesty the Emperor, by an Imperial Decree, issued at the instance of the Tsungli-Yamên, dated the 25th November, 1891, has for its object the safeguarding of Chinese credit and the protection of foreign financiers from the loss and disappointment to which they might be subjected, in consequence of the powers of the Provincial Authorities to pledge the Imperial credit not being clearly defined.

I have the honour to request that your Lordship will be so good as to take such steps as may appear to you best fitted to bring the Circular Note under the observation of English financiers and others whom it may concern.

I have, &c.,  
SIEH.

The Most Noble the Marquis of Salisbury, K.G.,  
*Her Britannic Majesty's Principal Secretary of State  
for Foreign Affairs.*

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*Translation of Inclosure.*

CIRCULAR NOTE addressed by the Tsungli-Yamên to the Representatives of China in foreign countries.

GENTLEMEN,

YOU are aware that loans contracted with foreigners by our Provincial Authorities, Viceroy, and Governors, to meet administrative needs have always been submitted for the preliminary authorisation of the Central Government at Peking. This authorisation must be requested by a special report presented to the Throne and must be confirmed by an official notification of the Tsungli-Yamên addressed to the Representatives of the Powers concerned.

But certain Viceroy and Governors of Provinces having recently taken upon themselves to contract loans without presenting a report to the Throne to request its authorization of the same, the Tsungli-Yamên and the Ministry of Finance, sensible of this abuse, which is much to be regretted, thought it right to submit the following measure for the approval of the Emperor :—

“For the future, whenever our Provincial Authorities, Viceroy, Governors, and others shall approach foreign financiers with a view to contracting a loan, these latter should immediately communicate this fact to the Representative of their country accredited at Peking. The Representative should then ask the Tsungli-

## [Protection of Missionary Establishments.]

Yamên officially whether the loan is authorized by the Central Government, upon a report duly presented to that effect. If such should be the case, the loan may be concluded; in the contrary event, it shall not be valid.

“The Imperial Government will decline all responsibility for loans contracted without its authorisation, even though a formal contract be produced bearing the seal and signature of the Provincial Authorities. It is unnecessary to add that the Chinese Government will, in such a case, take no action in favour of the creditors.”

The preceding stipulations have been approved by His Majesty the Emperor, in a Decree dated the 25th day of November, 1891.

You are instructed to bring this Circular Note, in writing, to the knowledge of the Governments to which you are accredited; it has also been communicated by us to the Representatives of the Powers at Peking.

You will not omit to add that this measure on the part of the Chinese Government has been dictated by the desire to protect the credit of China, as well as the interests of foreign financiers, and that we are therefore anxious that this communication should be made public by the Governments to which you are accredited, in order that it may be generally known how this matter stands.

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(No. 181.) *IMPERIAL DECREE ordering the Protection of all Missionary Establishments in China. 9th August, 1895.\**

(Translation.)

EVER since the establishment of commercial intercourse with the various Western Powers, foreigners have sojourned in the interior of the country, and peaceful relations have prevailed between them and Chinese. The Imperial Court regards them all with the same benevolent kindness, and the high provincial authorities have received repeated instructions to afford full protection at all times. Nevertheless, there have been recently cases of the burning and destruction of missionary establishments in the capital of the province of Szechuan, and the excitement which was simultaneously stirred up spread to several Departments and districts.

Just now a further case has been reported from Fukien, in which bandits of the Kutien district murdered and wounded a large number of foreigners, and went so far even as to kill women and children. These bloodthirsty and violent proceedings assuredly deserve the utmost abhorrence.

In the Szechuan case arrests have been made of the offenders, and an investigation has been instituted.

In the Fukien affair the ringleaders and principal offenders are

\* Extract from the “Peking Gazette” of 9th August, 1895.

## [Telegraphic Communication.]

still being searched for, and we command Ch'ing-yu and Pien Pao-ch'uan to direct the civil and military authorities to lose no time in closing in upon them and securing their apprehension and not to allow them to slip through the net.

Desperate characters of this class who fabricate stories and inflame the popular mind are to be found in large numbers everywhere.

The essential point is that the local authorities should at all times take timely precautions to check the trouble in its incipient stage. How comes it then that following the general example they fall into routine ways which result in the occurrence of such grave questions?

We command the Manchu Generals-in-chief, the Viceroys and Governors of the various provinces to issue general instructions to all their subordinates, enjoining upon them the absolute necessity of using their utmost efforts to afford protection in all places where there are missionary establishments, and calling upon them to notify the people that they must not listen to idle stories and wantonly create suspicion and bad feeling. Should they have the audacity to seize upon any pretext to create trouble, they will certainly be punished with all the rigour of the law.

Local authorities who perversely go astray in the manage-ments of these matters will be severely punished without the least mercy.

Let this be proclaimed for general information.

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(No. 182.) *CONVENTION between the Imperial Chinese Telegraph Administration, the Great Northern Telegraph Company of Copenhagen, and the Eastern Extension, Australasia and China Telegraph Company.\* Signed at Shanghai, 11th July, 1896.*

[Signed also in French and Chinese.]

THE Imperial Chinese Telegraph Administration, hereinafter called the Administration, on the one part, and the Great Northern Telegraph Company of Copenhagen, and the Eastern Extension, Australasia, and China Telegraph Company (Limited), hereinafter called the Companies, on the other part, being desirous of facilitating international telegraphic communication, have decided to conclude a Convention, with a view to regulate the relations between the Administration and the Companies. Consequently, the following stipulations have been agreed on, and, under date below given, signed by the Administration represented by its Director-General Sheng Hsuen Huai, and by the Companies represented by their respective managers in China, viz., Mr. J. Henningsen and Mr. W. Judd,

\* See also No. 199.

## [Telegraphic Communication.]

all three duly furnished with full and special powers for this purpose.

ART. I.—1. The total charge per word fixed in francs in the annexed Table stipulated in Article XI of the present Convention for telegrams exchanged terminally between China, on the one side, and Europe (Russia excepted), America, and, when transiting Europe, all other countries beyond Europe on the other side, is to be the same by the routes of the Companies *viâ* India (Madras), and *viâ* Russia in Asia, as by the routes of the Administration *viâ* Russia in Asia.

2. This equalisation of total charges shall be effected by the necessary regulation of the Administration's terminal charge *viâ* Russia in Asia, and of the Companies' cable charges respectively between China and India (Madras), and between China and Russia in Asia.

3. For the same telegrams as described under Section 1 in this Article *viâ* other routes, present and future, across the land frontiers of China the Administration undertakes, when concluding, renewing, or revising Telegraph Conventions, to fix their proportion of the total charges in such manner that the total charges collected for the said telegrams *viâ* such routes at the time of the concluding, renewing, or revising of such Conventions shall in no case be lower than the total charges collected for the same telegrams when exchanged by the normal routes above described under Section 1 of this Article.

The Companies on their side undertake a corresponding obligation for the same telegrams *viâ* all routes, present or future, established beyond the termini of their systems in India and in Russia in Asia.

4. The stipulations under Sections 1, 2, and 3 of this Article shall apply equally to telegrams exchanged terminally between the British Colony of Hong Kong, on the one side, and Europe (Russia excepted), America, and, when transiting Europe, all other countries beyond Europe on the other side.

5. With regard to the telegrams specified under Sections 1, 3, and 4 of this Article transmitted by other routes, present or future, than those specified under Sections 1 and 3 of this Article, the Administration and the Companies reciprocally undertake to do all in their power to protect the joint interests established by the present Convention, and to carry to the Joint Purse stipulated in Article II of the present Convention all revenues accruing to the Administration or to the Companies from the said traffic coming under Sections 1 and 3 of this Article, and passing any of their lines, excepting the revenue accruing to their lines in Europe.

II.—1. The total revenue of the proportions of the total charges of the Administration and of both Companies for all telegrams coming under Article I, Sections 1, 3, and 5, as fixed in the Table stipulated in Article XI of the present Convention, whichever be the route followed, shall be carried to a Joint Purse account and

## [Telegraphic Communication.]

divided between the Contracting Parties in the following proportion, viz. :—

One-third to the Administration, one-third to each of the two Companies, provided always that each of the Contracting Parties shall bear its own working expenses.

2. Considering this division of revenue the Administration undertakes to levy no additional terminal charge for telegrams specified in Section 1 of Article I of the present Convention, forwarded *viâ* the cables of the Companies. This also applies to the same telegrams transmitted by the existing route *viâ* Saigon-Moulmein, as defined in the Table stipulated in Article XI of the present Convention.

3. The Administration, as well as the Companies, shall maintain their sections of the routes mentioned in Article I of the present Convention in good condition.

III. The Companies renounce the special charges hitherto levied on their telegraph lines by land and sea between the Kowloon boundary and Hong Kong, in accordance with the Agreement dated the 21st January, 1884, between the Administration and the Eastern Extension, Australasia, and China Telegraph Company (Limited); and the Administration renounces the special charges hitherto levied on their telegraph lines by land and sea between Woosung and Shanghai and between Sharp Peak and Foochow, in accordance with the Agreement dated the 19th May, 1883, between the Administration and the Great Northern Telegraph Company of Copenhagen, and in accordance with Agreements dated the 7th May, 1883, and the 17th October, 1884, between the Administration and the Eastern Extension, Australasia, and China Telegraph Company (Limited).

IV.—1. The collection of the charges mentioned in Article I of the present Convention shall take place at the same rate of exchange of the coin in which the charges are collected by the Administration and by the Companies at their stations in China and at Hong Kong.

2. To this end the Administration and the Companies shall annually at the end of the foreign calendar year determine the average value of that coin in francs, and this value shall serve as the rate of exchange for the collection of charges and for the settlement of accounts during the year following.

3. Should the Administration and the Companies be unable to agree on the average value of that coin in francs, the question shall be referred for settlement to the Manager of one of the leading foreign banks at Shanghai.

V. For telegrams transiting China, and exchanged between Europe (Russia excepted), America, and, when transiting Europe, all other countries beyond Europe, on the one side, and all other countries on the other side, the Administration undertakes, when

## [Telegraphic Communication.]

concluding, renewing, or revising Telegraph Conventions, to fix a transit charge which shall not be less than its terminal charge at the time collected for telegrams described under Sections 1 and 3 of Article I of the present Convention.

VI. The Contracting Parties recognise the principle of collecting charges and settling accounts at the actual silver equivalent of international charges fixed in gold, and undertake in each case when so requested by the other Administrations concerned with whom they have concluded Telegraph Conventions, also to apply this principle to the collection and settlement of such international charges.

VII. For international telegrams exchanged by the Companies' cable routes with other countries than those specified in Article I of the present Convention, the Administration undertakes to establish an uniform terminal charge in francs, which shall not be higher than the average of the terminal charges which are fixed, or shall be fixed, for such traffic when sent by the other telegraph routes of China.

VIII.—1. The Administration and the Companies undertake to fix equal charges on their respective lines between Shanghai, Foo-chow, Amoy, Hong Kong, for telegrams exchanged terminally between these ports.

2. The Administration as well as the Companies undertake to transmit between all the said ports all terminal telegrams handed to their offices, and the total charges collected for these telegrams by the two Contracting Parties shall be divided in the following manner, viz. :—

The Administration's share is the total of the charges collected for all telegrams exchanged terminally between Shanghai and Foo-chow, between Shanghai and Amoy, and between Foochow and Amoy.

The Company's share is the total of the charges collected for all telegrams exchanged terminally between Hong Kong, on the one side, and Amoy, Foochow, and Shanghai on the other side.

3. International telegrams other than those provided for in Article II of the present Convention, and which pass between the above four stations, are not comprised in the division stipulated in the present Convention, but each of the Contracting Parties retains its own revenue for such telegrams. However, they agree to fix equal charges for such telegrams.

IX.—1. The Administration and the Companies shall at all their controlling stations keep correct abstracts of all telegrams specified in Article II and in Article VIII of the present Convention.

2. A Controller of the Administration at the Companies' stations at Shanghai, Foochow, Amoy, and Hong Kong, and a Controller of the Companies at the Administration's controlling stations, present and future, shall have free admittance to the offices, in order to



## [Telegraphic Communication.]

check and control the correctness of the journals, abstracts, and accounts as far as necessary for the purposes of the present Convention.

3. The appointment of Controllers is in each case subject to the approval respectively of the Administration or the Companies to whom they are accredited, which shall also have the right to demand their recall if considered necessary.

4. All the said Controllers of the Companies at the Administration's controlling stations shall have their names placed on the registers of their respective nationalities. Each of them shall respect the laws of China, and conform with the Treaties made by their respective countries with the Government of China. But the Administration cannot undertake any responsibility for their personal safety.

5. They shall respect the authority of the local Manager ; and their salaries as well as all other expenses are to be paid by their employers.

X.—1. The settlement of accounts for all telegrams exchanged between the Administration and the Companies, as well as of the division of revenue stipulated in Article II and in Article VIII of the present Convention, shall be established monthly at Shanghai, and paid at Shanghai within six weeks after the end of the month in account.

2. To this end the results of the abstracts of the controlling stations, signed by the Controllers of the two Contracting Parties, stipulated for in Article IX of the present Convention, or by the representative of the Administration at the controlling stations where no Controller of the Companies be actually present, shall be telegraphed to Shanghai, to be entered in the accounts settled there, subject to subsequent revision, after receipt in Shanghai of the said signed abstracts and copies of telegrams abstracted.

3. The month shall be reckoned according to the European calendar.

4. Telegrams referring to the settlement and payment of accounts shall be considered as service telegrams, and transmitted free of charge.

XI.—1. To the present Convention is annexed a Table signed by the Contracting Parties, and showing the charges which shall be applied by the Administration and by the Companies to telegrams described in Articles II and VIII of the present Convention, as soon as it comes into force, and also the rate of exchange at which the collection of charges and the settlement of accounts shall take place, as well as the amount of contribution to the Joint Purse.

2. This Table will be subject to revision by the Contracting Parties periodically, and in accordance with the stipulations of the present Convention.

XII. The rules laid down in the Service Regulations of the

## [Telegraphic Communication.]

International Telegraph Convention shall be observed with regard to the technical treatment of telegrams exchanged between the Administration and the Companies; and both Contracting Parties undertake to do all in their power to prevent re-transmission and other circumventions of the rules to the detriment of either party.

XIII. As both the Administration and the Companies are under obligations to treat certain Government or press telegrams passing the routes named in Sections 1, 3, and 5 of Article I and Article VIII of the present Convention in an exceptional manner, it is agreed that the proceeds of the proportions of the total charges accruing to the Administration or the Companies shall be carried to the Joint Purse, and divided according to Article II and Article VIII of the present Convention, as shown in the Table stipulated in Article XI of the present Convention.

XIV.—1. The present Convention cannot be mortgaged, sold, or otherwise transferred, wholly or partly; neither can any creditor or others acquire it wholly or partly, in case of liquidation, compulsory or otherwise.

2. Any difference arising between the Contracting Parties touching the construction of the present Convention shall be referred for decision to the Governments (or their Legations at Peking) which have ratified it.

XV. The Companies shall not extend their present cable system on Chinese territory without the consent of the Administration; but the following existing Agreements between the Administration and the two Companies are to be extended, to continue in force for the period of the present Convention unaltered, excepting as varied by the present Convention:—

Agreement between the Administration and the Great Northern Telegraph Company of Copenhagen, dated the 19th May, 1883; Agreements between the Administration and the Eastern Extension, Australasia, and China Telegraph Company (Limited), dated the 31st March, 1883, 7th May, 1883, 21st January, 1884, and 17th October, 1884.

XVI.—1. The present Convention shall be ratified by Tsung-li Yamên, and by the Ministers at Peking for Russia, Great Britain, and Denmark.

2. It shall be put into execution from the first day of the month following the date of its ratification, and shall remain in force until the 31st December, 1910, and shall thereafter continue in force until six months after one of the Contracting Parties shall have given notice of its intention to modify or to abrogate it.

In witness whereof the Undersigned, duly authorized to this effect, have signed the present Convention.

Done in Shanghai in the French language, in the English language, and in the Chinese language. Three expeditions duly compared and found to be in agreement, have been signed in each of

## [Telegraphic Communication.]

these languages, on the 11th day of the month of July, 1896, corresponding with the 1st day of the 6th moon, of the 22nd year of the reign of Kwang Hsu.

For the Imperial Chinese Telegraph Administration,  
SHENG HSUEN HUAI, *Director-General*.  
(Seal of Administration.)

For the Great Northern Telegraph Company of Copenhagen,  
J. HENNINGSEN, *Manager in China*.

For the Eastern Extension, Australasia, and China  
Telegraph Company (Limited),  
WALTER JUDD, *Manager in China*.

Seen and approved :

CLAUDE M. MACDONALD. (Seal of Legation.)  
*Her Britannic Majesty's Minister Plenipotentiary.*

Vu et approuvé :

COMTE CASSINI. (Seal.)  
*Ministre de Russie et de Danemark.*

(Seal of Tsung-li Yamên.)

TABLE DRAWN UP IN EXECUTION OF THE STIPULATION IN ARTICLE XI OF THE  
CONVENTION DATED JULY 11, 1896.

*Charges per Single Word of Ordinary Telegrams.*

1. Total charge for terminal telegrams by the routes defined in Article I, Section 1, of the Convention between China and Hong Kong, on the one side, and Europe (Russia excepted), on the other side, 8 fr. 50 c., at the rate of exchange of 8 fr. 50 c., equal to 2 dol. 75 c. (Mexican), to which must be added the out-payments beyond Europe.

This total charge of 8 fr. 50 c. will be reduced to 7 fr. simultaneously with the coming into force of the Tariffs adopted by the International Telegraph Conference at Buda-Pesth, 1896.

2. Transit charge stipulated in Article V of the Convention, 5 fr.

This charge will be calculated at the rate of exchange stipulated in the Administration's Conventions with other Administrations.

3. Local charges between the ports of Shanghai, Foochow, Amoy, Hong Kong (Article VIII of the Convention) :—

(a) Between the ports of Shanghai and Hong Kong, 40 cents of a Mexican dollar.

(b) Between either of the ports of Shanghai or Hong Kong, on the one side, and the ports of Amoy and Foochow, on the other side ; and between the ports of Amoy and Foochow, 20 cents of a Mexican dollar.

(c) *Bond fide* Chinese telegrams at half the charges stipulated under (a) and (b).

*Bond fide* Chinese telegrams will be defined from time to time by mutual agreement between the Administration and the Companies.

*Contribution to the Joint Purse per Single Word of Ordinary Telegrams. (Article I, Sections 1, 3, and 5 ; Article XIII of the Convention.)*

1. By routes described in Article I, Section 1, of the Convention, 5 fr., at the rate of exchange of 8 fr. 50 c., equal to 2 dol. 75 c. (Mexican).

## [Telegraphic Communication.]

2. By routes described in Article I, Section 3, of the Convention—
    - (a) *Viâ* cable termini, 5 fr., at the rate of exchange of 8 fr. 50 c., equal to 2 dol. 75 c. (Mexican).
    - (b) *Viâ* land frontiers, 5 fr., at the rate of exchange stipulated in the Administration's Conventions for those junctions for the collection of charges.
  3. By the Companies' cables *viâ* Saigon-Moulmein, 2 fr. 42½ c., at the rate of exchange of 8 fr. 50 c., equal to 2 dol. 75 c. (Mexican).
  4. Chinese Government telegrams exchanged between China, on the one side, and Europe (Russia excepted), America, and, when transiting Europe, all other countries beyond Europe, on the other side, pass at half charges over the cables in Asia of both Companies, and whichever be the route followed contribute nothing to the Joint Purse, and are not included in the division described in Article II of the Convention.
  5. British Government telegrams and French Government telegrams coming under Article II of the Convention pass the cables of the Eastern Extension, Australasia, and China Telegraph Company (Limited), at half charges; and shall, when passing by those cables, contribute to the Joint Purse one-half of the normal contribution.
  6. French Government telegrams coming under Article II of the Convention pass free of charge over the cables of the Great Northern Telegraph Company of Copenhagen; and shall, when passing by those cables, contribute nothing to the Joint Purse.
  7. Press telegrams between the Companies' stations in China, on the one side, and Europe (Russia excepted), on the other side, shall, when passing the cables of the Eastern Extension, Australasia, and China Telegraph Company (Limited), contribute to the Joint Purse the full amount of the proportion due to those cables, which is at present fixed at 1 fr. 82½ c., at the exchange of 1 fr., equal to 40 cents of a Mexican dollar.
- Should such press telegrams be admitted at reduced charges over the lines of the Administration, or the Great Northern Telegraph Company of Copenhagen, they will contribute to the Joint Purse the actual proportion of the charges due to the Administration or the Great Northern Telegraph Company of Copenhagen.
8. Simultaneously with the reduction from 8 fr. 50 c. to 7 fr. of the total charge named in Article I, Section 1, of the Convention, the contribution to the Joint Purse shall be revised, and shall be calculated upon the same principle as that adopted in fixing that contribution in the present table.

*Special Telegrams at reduced Charges.*

1. Chinese Government telegrams originating and terminating in China shall pass at half charges over the Companies' cables between Shanghai, Foochow, Amoy, Hong Kong, always provided that Chinese Government telegrams exchanged terminally between Hong Kong, on the one side, and Amoy, Foochow, Shanghai, on the other side, by the lines of the Administration shall not be included in the division stipulated in Article VIII of the Convention.
2. British Government telegrams exchanged between Shanghai, Foochow, Hong Kong, by the Eastern Extension, Australasia, and China Telegraph Company's cables, shall pass at half charges.
3. French Government telegrams exchanged between Shanghai, Amoy, Hong Kong, by the Great Northern Telegraph Company's cables shall pass free of charge.
4. Japanese Government telegrams between Shanghai, Foochow, Amoy, Hong Kong, by the cables of both Companies shall pass at half charges.
5. Press telegrams exchanged terminally between Hong Kong and Shanghai by the cables of both Companies shall pass at half charges.
6. Chinese Government telegrams are those which emanate from the Chief of the State, Tsung-li Yamên, the Board of Admiralty, the Viceroy and Governors of provinces, Commanders-in-chief of land and sea forces, Ministers and Diplomatic and Consular Agents of China. Such Government telegrams should bear the seal or stamp of the authority that sends them.
7. Other Government telegrams named in this table are defined according to the Service Regulations of the International Telegraph Convention.

*Rate of Exchange.*

Except as otherwise provided in the present table and until further agreed on, the normal rate of exchange between francs and Mexican dollars shall be taken to be 1 fr. equal to 40 cents of a Mexican dollar.

March 15, 1897.]

CHINA.

[No. 183.]

[Non-Alienation of the Island of Hainan.]

In witness whereof the Undersigned, duly authorized to this effect, have signed the present table. Done in Shanghai, in the French language, in the English language, and in the Chinese language. Three expeditions duly compared and found to be in agreement have been signed in each of these languages, on the 11th day of the month of July, 1896, corresponding with the 1st day of the 6th moon of the 22nd year of the reign of Kwang Hsu.

For the Imperial Chinese Telegraph Administration,  
SHENG HSUEN HUAI, *Director-General*.  
(Seal of Administration.)

For the Great Northern Telegraph Company of Copenhagen,  
J. HENNINGSEN, *Manager in China*.

For the Eastern Extension, Australasia, and China Telegraph  
Company (Limited),  
WALTER JUDD, *Manager in China*.

Seen and approved :

CLAUDE M. MACDONALD. (Seal of Legation.)  
*Her Britannic Majesty's Minister Plenipotentiary.*

Vu et approuvé :

COMTE CASSINI. (Seal.)  
*Ministre de Russie et de Danemark.*

(Seal of Tsung-li Yamén.)

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(No. 183.) *CHINESE ASSURANCE respecting the Non-Alienation of the Island of Hainan. Peking, 15th March, 1897.\**

[Traduction.]

*The Tsung-li Yamén to the French Minister at Peking.*

*Le 13<sup>e</sup> jour de la 2<sup>e</sup> lune de la 23<sup>e</sup> année Kouang-siu (15 mars 1897).*

Le 1<sup>er</sup> jour de la 2<sup>e</sup> lune de la 23<sup>e</sup> année Kouang-siu (3 mars 1897), Nous avons reçu la dépêche par laquelle vous nous dites que la France, étant données les relations étroites d'amitié et de bon voisinage qu'elle entretient avec la Chine, attache un prix particulier à ce que jamais l'île de Haï-nan ne soit aliénée ni concédée par la Chine à aucune autre Puissance étrangère, à titre de cession définitive ou temporaire, ou à titre de station navale ou de dépôt de charbon.

Notre Yamen considère que Kiong-tcheou (l'île de Haï-nan) appartient au territoire de la Chine qui, de règle, y a son droit de souveraineté. Comment pourrait-elle la céder aux nations étrangères ? D'ailleurs, le fait n'existe nullement à présent, qu'elle en ait fait le prêt temporaire aux nations étrangères. Il convient que Nous répondions ainsi officiellement à Votre Excellence.

*(Suivent les signatures du Président et des Membres du Tsong-ly-Yamen.)*

## [Extradition of Chinese.]

(No. 184.) *ORDINANCE\** of the Government of Hong Kong to amend "*The Chinese Extradition Ordinance, 1889*" (No. 178).

[No. 23.]

[November 17, 1897.]

(L.S.) WILLIAM ROBINSON, *Governor*.

BE it enacted by the Governor of Hong Kong, with the advice and consent of the Legislative Council thereof, as follows :—

1. This Ordinance may be cited as "*The Chinese Extradition Amendment Ordinance, 1897*," and shall be read and construed as one with "*The Chinese Extradition Ordinance, 1889*" (No. 26 of 1889) (No. 178) hereinafter referred to as "*the principal Ordinance*;" and the two Ordinances may be cited together as the *Chinese Extradition Ordinances, 1889 and 1897*.

2. Section 10 of Ordinance No. 26 of 1889 is hereby repealed.

3. In lieu of Section 10 of the principal Ordinance the words following shall be substituted :

When a fugitive criminal is brought before a Magistrate he shall hear the case in the same manner, and have the same jurisdiction and powers, as nearly as may be, as if the prisoner were brought before him charged with an indictable offence committed in this Colony :

Provided always that—

(i) In cases where the extradition crime alleged is either murder, manslaughter, piracy, burglary, housebreaking, or robbery with violence, and the person accused has not resided in the Colony more than six months during the period of twelve months immediately prior to the date of his so being brought before the Magistrate, the Magistrate may receive in evidence copies of any such depositions relating to the charge as purport to have been taken in China in the presence of a British Consular officer, and are accompanied by a certificate in English, purporting to be a certificate by such officer, that such copies are true copies of the originals, and that the original depositions have been respectively read over to the respective deponents; that they respectively appeared to understand the same; and that, to the best of such officer's belief, no compulsion had been used in obtaining such depositions;

(ii) Translations in English of such depositions, if certified by such British Consular officer to be correct translations, may accompany the certified copy of the depositions, and in such case such translations may be received in evidence in the same manner as the originals;

(iii) Any copies of depositions received in evidence, or, if necessary, a translation thereof, shall be read over to the fugitive

\* "State Papers." Vol. 90. Page 881. This Ordinance, incorporated with Ordinance No. 26 of 1889 (No. 178), appears as "Ordinance No. 7 of 1889" in the "*Ordinances of Hong Kong*" (Revised Edition, Vol. I, page 658), published at Hong Kong in 1904.

criminal if he so desire, and he shall be asked if he has any valid cause to show why he should not be committed to gaol to await the order of the Governor ;

(iv) The burden of proof that a fugitive criminal has resided in this Colony more than six months during the period mentioned in clause (i) of this proviso shall lie upon such fugitive criminal ;

(v) In every case proof of the identity of the fugitive criminal must be given to the satisfaction of the Magistrate ;

The Magistrate shall receive any evidence which may be tendered to show that the crime of which the prisoner is accused is an offence of a political character, or is not an extradition crime.

Passed the Legislative Council of Hong Kong, this 8th day of November, 1897.

J. G. T. BUCKLE, *Clerk of Councils.*

Assented to by his Excellency the Governor, the 17th day of November, 1897.

J. H. STEWART LOCKHART, *Colonial Secretary.*

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(No. 185.) *IMPERIAL DECREE for the Prevention of Missionary Troubles.—Issued 15th January, 1898.*

(Translation.)

SINCE the removal of the prohibition of Western religion, Christian places of worship are found in almost all parts of the Empire, foreign missionaries proselytize in sight of each other, and the number of Chinese converts increases from day to day and month to month. One false step by local officials in dealing with them gives rise to embarrassments at home and abroad. Beyond doubt this question has an important bearing on the peace of the State, and caution is absolutely necessary.

In July, 1891, an Edict was issued dealing stringently with the ruffians who burnt and destroyed churches and chapels ; but afterwards missionary cases occurred at Ch'eng-tu and Ku-t'ien. Lately another in which missionaries were murdered at Ts'ao-chou, and though every effort was made to settle it by discussion, and the building of chapels and the lease of Kiao-chau were authorized, the menaces of all kinds resulting from it are creating unbearable evils.

The Manchu Generals-in-chief, the Viceroy and Governors, are all recipients of the Imperial bounty, and should turn their thoughts to reducing the State's misfortunes. Wherefore this special Decree is issued, calling upon them henceforth to bestir themselves and carefully guard against missionary troubles. When they receive District Magistrates, let them give particular orders to those officers

## [Inspector-General of Customs.]

to inquire into the number and situation of the chapels in their jurisdiction and the character of the local inhabitants. In litigation between the people and the churches let them be warned to decide equitably, that the well-disposed may not suffer injustice and the wicked have no pretext [for stirring up strife]. Most important of all is it that missionaries passing to and fro should be thoroughly protected according to Treaty, as a precaution to some extent against calamity, and to prevent events taking a turn for the worse. If the Magistrates rigidly adhere to their own settled views, vainly devote themselves to gaining an empty name, and do not estimate the gravity of this danger correctly, with the result that a little local difficulty spreads to an entire province, and affects very prejudicially the whole State, the responsibility will in every case be laid at the door of the Manchu Generals-in-chief, Viceroy, Governors, and other high provincial authorities. Let them, therefore, tremble and take heed.

Let this Edict be proclaimed for the information of all.

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(No. 186.) *CHINESE ASSURANCE that the Inspector-General of Maritime Customs shall be a British Subject so long as British Trade predominates. Peking, <sup>10th</sup>/<sub>18th</sub> February, 1898.\**

(1).—*The Tsung-li Yamèn to Sir C. Macdonald.*

*Kuang Hsü, 24th year, 1st moon, 20th day  
(February 10, 1898.)*

(Translation.)

THE Yamèn have the honour to acknowledge the receipt on the 3rd February of a note from the British Minister, to the effect that on the 17th January, when calling at the Yamèn, he had informed the Ministers present that he had received telegraphic instructions from Her Majesty's Government that in view of the immense preponderance of British trade with China over that of other countries, Her Majesty's Government regarded it as vital to the commercial interests of Great Britain that the Inspector-General of Maritime Customs should in the future, as in the past, be of British nationality. The Yamèn had agreed to this, and in order that there might be no room for misunderstanding, the Minister now addressed this note to the Yamèn to place the matter formally on record.

\* Parliamentary Paper. China, No. 1 (1899). Page 18. On the 9th May, 1906, an Imperial Decree was issued transferring the control of the Customs Service from the Wai-wu Pu to a new Department—the Shui-wu Ch'u. A Circular was issued by Sir Robert Hart on the 22nd September, 1906, and published in the Customs Quarterly Gazette (No. CLI), explaining that, while the Inspector-General would have the same relations with the Shui-wu Ch'u as he had with the Wai-wu Pu and his duties continue to follow the same general lines, Commissioners and port staff would also continue to work just as before and remain in the same relation to the Inspector-General. [Parliamentary Papers. China, Nos. 1 and 2 (1906).]



The Yamên have to observe that ever since the opening of Chinese ports to foreign trade, commerce and revenue have been steadily increasing. The duties paid by British merchants are nearly 80 per cent, of the whole amount paid by foreign countries, and, therefore, a British subject (Sir Robert Hart) has been employed as Inspector-General of Maritime Customs.

The said Inspector-General is versed in commercial matters, just in his dealings, experienced and upright, faithful and sincere, a man on whom reliance can be placed, and China has in the past leant much upon him. If he were to ask for leave China must (try to) detain him, but if some cause were to necessitate his returning home, China, thoroughly investigating the trade at the various ports, (and finding that) British merchants are in the majority, will certainly direct the said Inspector-General to recommend an Englishman of equal ability with himself to take charge, and the Yamên will, after inquiry, appoint him as successor to manage Chinese Customs matters. The object being the protection of commerce at the various ports, (the Yamên) could not possibly regard this selection as a light matter, and so do injury to important public interests.

The Yamên beg to make this reply to the British Minister for his information.

They avail themselves, &c.

(Seal of Yamên.)

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(2).—*The Tsung-li Yamên to Sir C. Macdonald.*

*Kuang Hsü, 24th year, 1st moon, 23rd day  
(February 13, 1898.)*

(Translation.)

The Yamên have the honour to address the British Minister with regard to the continued employment in the future of an Englishman in succession to the Inspector-General of Maritime Customs, on which subject they addressed a reply to his Excellency a few days ago.

They have to observe that British trade with China exceeds that of all other countries, and, as the Yamên have frequently agreed and promised, it is intended that as in the past, so in the future, an Englishman shall be employed as Inspector-General.

But if at some future time the trade of some other country at the various Chinese ports should become greater than that of Great Britain, China will then of course not be bound to necessarily employ an Englishman as Inspector-General.

The Yamên write this further despatch for the information of the British Minister, to be placed on record.

They avail themselves, &c.

(Seal of Yamên.)

(No. 187.) CHINESE ASSURANCE respecting the Non-Alienation of the Provinces of Kwang-tung, Kwang-si, and Yünnan. Peking, 10th April, 1898.\*

(Traduction.)

*The Tsung-li Yamên to the French Chargé d'Affaires at Peking.*

*Le 20<sup>e</sup> jour de la 3<sup>e</sup> lune de la 24<sup>e</sup> année Kouang-siu  
(le 10 avril 1898).*

Le 14<sup>e</sup> jour de la 3<sup>e</sup> lune de la 24<sup>e</sup> année Kouang-siu (le 4 avril 1898), Nous avons reçu de Votre Excellence la dépêche suivante :

“ Pékin, le 4 avril 1898.

“ Dans la pensée d'assurer les rapports de bon voisinage et d'amitié de la Chine et de la France, dans la pensée également de voir maintenir l'intégrité territoriale de l'Empire chinois et en outre par suite de la nécessité de veiller à ce que, dans les provinces limitrophes† du Tonkin, il ne soit apporté aucune modification à l'état de fait et de droit existant, le Gouvernement de la République attacherait un prix particulier à recueillir du Gouvernement chinois l'assurance qu'il ne cédera à aucune autre Puissance tout ou partie du territoire de ces provinces soit à titre définitif ou provisoire, soit à bail, soit à un titre quelconque.

“ Je serai reconnaissant à Vos Altesses et à Vos Excellences, en m'accusant réception de cette lettre, de vouloir bien répondre par dépêche officielle au désir du Gouvernement de la République.

“ G. DUBAIL.”

Notre Yamen considère que les provinces chinoises limitrophes du Tonkin, étant des points importants de la frontière, qui l'intéressent au plus haut degré, devront être toujours administrées par la Chine et rester sous sa souveraineté. Il n'y a aucune raison pour qu'elles soient cédées ou louées à une Puissance.

Puisque le Gouvernement français attache un prix particulier à recueillir cette assurance, Nous croyons devoir adresser la présente réponse officielle à Votre Excellence, en La priant d'en prendre connaissance et de la transmettre.

(*Suivent les signatures du Président et des Membres du Tsong-ly-Yamen.*)

\* Documents Diplomatiques. Chine, 1894-1898. Page 49.

† Kouang-tong, Kouang-si, et Yun-nan.

(No. 188.) *CHINESE ASSURANCE respecting the Non-Alienation of the Province of Fu-kien. Peking, 26th April, 1898.*

(Translation.)

*The Tsung-li Yamên to the Japanese Minister at Peking.  
Peking, April 26, 1898.*

Prince Ch'ing and the Ministers of the Tsung-li Yamên have the honour to reply to a communication from the Minister of Japan dated 2nd day, 3rd intercalary month, 24th year Kuang-Hsü (April 22, 1898), which reads as follows :—

“ A telegram has just been received from the Minister of Foreign Affairs, which reads as follows :—

“ ‘ The Government of Japan has viewed with constant deep concern the difficulties with which the Government of China has recently been confronted. The declaration made at the time of the evacuation of Weihaiwei is evidence of this. It is to be apprehended that trouble may arise with consequences disastrous to China. In all this there is no mistaking what our real purpose is.

“ ‘ In view of the present state of affairs, the Government of Japan, mindful of its own interests, cannot act as if entirely in ignorance of passing events, but must take proper measures to meet any situation that may arise. You will ask the Government of China to make a declaration that it will not cede or lease to any other Power any portion of its territory within the Province of Fu-kien.’ ”

Referring to his oral statements made in a personal interview, the Minister of Japan requests that a reply be given to his communication.

The Princes and the Ministers have the honour to state that the Province of Fu-kien, with all the territory in the interior and along the sea-coast within its limits, which is an important part of China, China will never cede or lease to any other Power whatsoever ; and to request that this reply be communicated to the Government of Japan.

The Princes and the Ministers avail themselves of this opportunity to renew to the Minister of Japan the assurances of their most distinguished consideration.

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(No. 189.) *MEMORIAL by the Tsung-li Yamên as to Official Intercourse between Chinese Local Authorities and Roman Catholic Missionaries. 15th March, 1899.\**

(Translation.)

CHINA has long ago given her consent to the establishment of Mission stations of the Roman Catholic religion in the various

## [Official Intercourse. Missionaries.]

provinces. With the desire of maintaining peaceful relations between ordinary Chinese subjects and the converts, and of facilitating protective measures, the following proposals as to the reception of missionaries by local officials are submitted :—

1. To define the various ranks of missionaries.

Bishops rank with Governors-General and Governors. They may ask for interviews with these officers. If a Bishop returns to his country or vacates his post on account of sickness, the priest who acts for him can also ask for interviews with the Governor-General and Governor.

Provicaires and Head Priests can ask for interviews with Treasurers, Judges, and Taotais. Other priests can ask for interviews with Prefects and Magistrates.

The Chinese officials of all ranks above mentioned will return the courtesy in accordance with the rank of the priest.

2. Bishops must furnish the provincial authorities with a list giving the names of the priests deputed to transact international business with the Chinese officials, and of the places where missions are established, so that the provincial authorities can instruct their subordinates to treat with such priests according to these regulations.

All those priests who ask for interviews, and those specially deputed to transact such business, must be Westerners, but in cases in which the Western Priest cannot speak Chinese, a Chinese priest may interpret.

3. In cases in which the Bishop lives away from the provincial capital, he need not naturally go to the said capital to ask for an interview with the Governor-General or Governor without cause. On occasions of a change of Governors or Bishops, or of New Year's congratulations, the Bishop may write to the provincial authorities or send his card as a matter of courtesy, and the provincial authorities will reciprocate.

In cases of change of priests, the newcomer must have a letter from the Bishop, before he can ask for interviews with the Chinese officials as above.

4. In grave cases connected with the mission, Bishops and priests must request the Minister of the nation specially intrusted by the Pope with the protection of Roman Catholic missionaries or the Consul of that nation to arrange the affairs with the Tsung-li Yamên or the local officials. They may also discuss and arrange the matter in the first instance with the local officials, so as to avoid complications. The local officials, when applied to in such cases, must at once discuss and arrange the affair in an equitable and friendly manner.

5. The local officials must, as occasion arises, exhort and constrain the ordinary Chinese to look upon the converts as comrades, and not to pick quarrels with them.

The Bishops and priests on their side must instruct their converts

to lead blameless lives, and so preserve the good name of the religion and the respect and goodwill of the non-converts.

Should lawsuits arise between converts and others, the local authorities must decide the same with impartiality. The priests must not interfere or favour their people. Thus it may be hoped that converts and people will live together on friendly terms.

The same day the Imperial assent was given.

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(No. 190.) *GERMAN HARBOUR REGULATIONS for the Port Tsintau (Kiao-chau Bay). Tsintau, 23rd May, 1899.\**

(Translation).

§ 1. THE Port of Kiao-chau Bay consists of an outer and an inner harbour. The limits of the outer, or Tsintau Bay, lie between a line drawn from Pile Point to the East Point of Clara Bay and a line connecting Cape Evelyn with Junuisan. The inner harbour begins with the line last mentioned, and is bounded on the north by a line drawn from Womans Island to the North Point of Huangtau (Chiposau).

The anchorage for the different vessels and boats is marked on the annexed map.†

§ 2. Masters of vessels entering the harbour shall, in mooring their ship, act in accordance with instructions received from the Harbour Captain or his officers.

§ 3. Masters must report the arrival and departure of their vessel and deposit the ship's tonnage certificate at the Harbour Office. After receipt of the Customs clearance and payment of the harbour fee of 2½ cents for each registered ton, the ship's tonnage certificate will be returned.

Masters of vessels are bound to deliver any mail matter on board to the German Post-office; on leaving the port they are likewise bound to take over and carry with them any mail matter handed to them by the German Post-office, and to see to the correct delivery of the same at the port of destination. Vessels with mail matter on board, on entering the port, shall notify this by flying the flag T. It is strictly forbidden to accept mail matter, except that given over by the German Post-office, or to hand over mail matter to any but the German Post-office.

§ 4. Every master of a vessel is required to hand an exact list of goods on board (manifest) to the Chinese Customs Office, specifying the quantity of packages, and the marks, numbers, contents, &c.; if called for, full particulars must be supplied for statistical purposes.

\* Tsintau was opened as a Free Port on 2nd September, 1898. ("London Gazette," 13th September, 1898.)

† Not printed.

Opium may only be imported in original chests. The import of lesser quantities is forbidden. On arrival the opium must be immediately reported to the Customs, which will supervise its transfer to the Customs godowns. In default, the opium will be confiscated and a fine of the value of the opium will be exacted (minimum, \$500).

§ 5. The import of arms, gunpowder, explosive materials, and any other substances used for their manufacture, is subject to official control. Such goods must be specially reported to the Harbour Office on arrival.

Vessels arriving with petroleum or explosive materials on board shall take up such berths as are designated for this purpose on the map,\* and must remain there until their cargo has been discharged at a place indicated by the Harbour Office. Vessels loading or discharging explosive material must fly a red flag at the fore.

Before shipping or discharging explosive materials in port, the special permission of the Harbour Office must be obtained; in each case the instructions received from the Harbour Office must be complied with.

§ 6. Vessels with an infectious disease on board must fly a yellow flag at the fore. Before the permission of the Harbour Office is obtained no one is allowed to leave the vessel or to have any communication with the shore.

§ 7. On entering and leaving the port in day-time the ship must hoist the national flag.

§ 8. Seamen must be discharged at the Harbour Office or at the Consulate representing the nation to which the ship belongs. Every seaman discharged must, within 24 hours of being discharged at a Consulate, report himself at the Harbour Office and present the certificate of his discharge.

No master of any ship shall leave behind any seaman without the sanction of the Harbour Office or of the Consulate representing the nation to which the ship belongs. When there is a danger of a seaman becoming destitute if left behind, this sanction may depend on a sufficient security being given by the master to prevent the seaman becoming destitute within a period of three months.

No seaman may arbitrarily remain behind in the Port.

§ 9. Seamen deserting may, by the intermediary of the Harbour Office, be apprehended and returned on board the vessel. Ships and houses may be searched for such deserters. A penalty will be inflicted on all persons who knowingly shelter deserters from ships.

§ 10. In the event of death of a passenger or seaman occurring on board of any vessel in port, the master shall forthwith report the same to the Harbour Office, and, subsequently, with the exception of Chinese subjects, to the Registrar.

\* Not printed.

## [Tsintau Harbour.]

§ 11. Disputes between the master and crew of a vessel, the nationality of which is not represented by a Consulate in the Protectorate, are decided at the Harbour Office. In order to enforce its decision the Harbour Office may, at its discretion, inflict a fine not exceeding \$350, or imprisonment for a period not exceeding 6 weeks.

§ 12. All vessels lying at anchor in port are required to exhibit a white light at a visible place from sunset until sunrise.

In cases of fire or mutiny on board, signals of distress (bell ringing or flag signals) shall be made in order to notify the Harbour Office.

§ 13. It is forbidden to throw ballast, ashes, or refuse into the waters within the harbour limits.

Persons owning or in charge of anything which causes an obstruction in the harbour must remove the same.

If, after due notice has been given, the obstacle is not removed, the harbour police may cause it to be removed, and recover the expenses of removal from the owner.

No person, unless legally authorized to do so, may go on board a vessel without permission of the master or the officer in charge.

No junks, lighters, or such like vessels, are allowed to make fast to a ship without the permission of the master or officer in charge.

§ 14. Buoys may only be laid with the sanction of the Harbour Office. Loose buoys must be lighted from sunset to sunrise. The buoys are subject to the control of the Harbour Office. The Harbour Office, for the sake of safety and working of the port, may shift or remove them at its discretion.

§ 15. In case of contravention of §§ 10 and 14 of the Regulations, a fine not exceeding \$25, of §§ 2, 3, and 12, a fine not exceeding \$100, of §§ 5 and 6, a fine not exceeding \$2,000, will be inflicted.

In case of contravention of § 8, the master will be subject to a penalty not exceeding \$100, and the seamen to a penalty not exceeding \$25, or imprisonment for a term not exceeding 25 days.

In case of contravention of § 13 of the Regulations, a fine not exceeding \$50, or, in case of non-payment, imprisonment not exceeding 1 month, will be inflicted.

In case of contravention of § 9, a fine not exceeding \$250 will be exacted, or imprisonment not exceeding three months.

These Regulations come into force on the 1st July, 1899.

*Tsintau, May 23, 1899.*

JAESCHKE.

*Imperial Governor.*

Approved :  
(For the Imperial Chancellor),

TIRPITZ.

*Berlin, September 19, 1899.*

(No. 191.) *SANITARY REGULATIONS for the Ports of Shanghai and Woosung. Shanghai, 15th February, 1900.*

*Revised Sanitary Regulations for the Ports of Shanghai and Woosung.*

THE following Regulations have been agreed to and sanctioned by the Superintendent of Customs and the Treaty Power Consuls at the Port, and are now published for the information and guidance of all concerned.

By Order of the Inspector-General of Customs,

LS. ROCHER.

*Commissioner of Customs.*

*Custom House, Shanghai, 15th February, 1900.*

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*Definitions.*

1. *Port Health Officer* shall mean the Medical Officer holding that appointment, the Deputy Port Health Officer, or such other Medical Officers as may be appointed to temporarily fulfil their duties.

2. An *infected vessel* is one which on arrival outside Woosung has on board, or which has had on board within 10 days of her arrival, a case of cholera, typhus fever, yellow fever, or plague, or a person who might reasonably be suspected of being affected by any one of these diseases, or the dead body of a person who had been, or who might reasonably be suspected to have been, so affected.

3. A *plague-infected vessel* is an infected vessel as above, in which the disease existing (or having existed) is bubonic plague.

4. A *suspected vessel* is one which arrives outside Woosung within 10 days from her departure from an infected port, whether she has called at an intermediate port or not.

5. The *Chungpaosha Quarantine Anchorage* is that to the south-west of Chungpaosha. Its south-western limit is marked by two white buoys.

*General Regulations.*

1. Infected and suspected vessels on approaching Woosung shall hoist the yellow flag at the fore, and this shall be kept flying until pratique has been granted by the Port Health Officer.

2. No person shall be allowed to go on board or to leave an infected or suspected vessel without the sanction of the Port Health Officer, nor shall such vessel be allowed to discharge or take in cargo, baggage, &c., without such sanction.

3. Pilots bringing in infected or suspected vessels shall not leave such vessels without authority to do so from the Port Health Officer. It is their duty to see that tow-boats, when used, tow ahead, and that no material intercommunication takes place.



## [Shanghai and Woosung Sanitary Regulations.]

4. The Port Health Officer will inspect vessels between the hours of 6 A.M. and 6 P.M. as soon as possible after their arrival. The master shall, on the Port Health Officer's requisition, muster the officers, crew, and passengers, give every facility for the examination of the vessel, and afford all required information within his knowledge regarding the past and present sanitary condition of the vessel.

5. During such period as the Chungpaosha Sanitary Station is not in operation vessels bound to Shanghai or Woosung shall be governed by Special Regulations *A*, in addition to the General Regulations.

6. During such period as the Chungpaosha Sanitary Station is in operation, owing to the declaration of infection of other ports, vessels bound to Shanghai, Woosung, or to any of the Yang-tsze River ports shall be governed by Special Regulations *B*, in addition to the General Regulations.

7. It rests with the Superintendent of Customs and the Board of Treaty Consuls—

(a) To declare, when necessary, the infection of ports.

(b) To withdraw such declaration.

(c) To declare the operating or non-operating of the Chungpaosha Sanitary Station.

(d) To authorize such other precautions as may be expedient for the purpose of preventing either the importation or—in the event of an epidemic of disease in the ports—the exportation of disease.

The public will be informed of such declarations by means of a Harbour Notification. The Commissioner of Customs (or other authority in the case of a Foreign port) at the port declared infected will be informed by the Shanghai Commissioner of the declaration of infection or its withdrawal.

8. Should a case of any of the diseases mentioned in Definition 2 of these Regulations, with the exception of plague or suspected plague, occur on board a vessel in either of the two harbours, the fact should be immediately reported to the Harbour Master, who may, moved thereto by the Port Health Officer, order such vessel to proceed to a berth below the Cosmopolitan Dock in the case of Shanghai, or to be isolated as circumstances permit in the case of Woosung, there to be treated as in Special Regulations *A*.

9. Should a case of plague or suspected plague occur on board a vessel in either of the two harbours, the fact should be immediately reported to the Harbour Master, who may, moved thereto by the Port Health Officer, order such vessel to proceed to the Chungpaosha Quarantine Anchorage, there to be treated as in Special Regulations *B*.

10. The importation of the following articles from plague-infected ports is prohibited: furs, skins, hair, rags, old paper, fresh fruit, vegetables, plants of any kind to which earth or vegetable mould adheres, coffins containing corpses, earth, mould, and sand.

## [Shanghai and Woosung Sanitary Regulations.]

11. Any person who commits a breach of these Regulations will be dealt with by the authorities to whose jurisdiction he is amenable.

*Special Regulations A.*

1. No plague-infected vessel shall enter either of the two ports. Such a vessel shall anchor outside the Woosung Spit Buoy, and, if declared infected by the Port Health Officer, she may be ordered by the Harbour Master to proceed to the Chungpaosha Quarantine Anchorage, there to be treated as laid down in Special Regulations B.

2. An infected or suspected vessel (other than a plague-infected one), if bound to Woosung, shall anchor where directed by the Berthing Officer; if bound to Shanghai, she shall anchor below the Cosmopolitan Dock.

Such a vessel will be granted pratique when the instructions of the Port Health Officer concerning the removal and/or isolation of infected persons and the purification of the vessel have been carried out.

3. The removal of an infected person must be conducted under the superintendence of a qualified medical practitioner, and care must be taken that no discharge from such patient, no washings from his body, clothes, or bed, be thrown overboard without previous thorough disinfection; nor may anything which it is considered necessary to destroy be cast overboard.

*Special Regulations B.*

1. Infected and suspected vessels shall on arrival anchor within the Chungpaosha Quarantine Anchorage.

2. In the case of infected vessels, measures will be taken, under the direction of the Port Health Officer, for the removal and/or isolation of all infected and suspected persons, for the removal of all infected bodies, and for the purification of the vessel; and the vessel shall not be released from quarantine until such purification has taken place and/or she has been in quarantine for a period not exceeding 10 days from the date of the removal of the last infected case.

3. In the case of suspected vessels, should there be no case or suspicious case of infection found during inspection, the vessel shall (Harbour Notifications being complied with) be admitted to immediate pratique. Should there be a suspicious case, the vessel becomes an infected vessel.

(No. 192.) *HARBOUR REGULATIONS for the Port of Shanghai.*  
*Shanghai, 17th March, 1900.*

*Harbour Regulations for the Port of Shanghai.*

THE following Regulations have been agreed to and sanctioned by the Treaty Power Consuls at the Port, and are now published for the information and guidance of all concerned.

By order of the Inspector-General of Customs,

LS. ROCHER.

*Commissioner of Customs.*

*Custom House, Shanghai, 17th March, 1900.*

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1. The anchorage for foreign vessels is between the southern end of the Chinese Bund and the Yangking Creek.

2. Vessels entering the anchorage will be boarded by the Assistant Harbour Master, who will direct them to proper berths.

3. River, coast, and mail steamers having determined berths are allowed on arrival to proceed to them without stoppage, unless they have dangerous or explosive cargo or infectious disease on board, in which case they are to be governed by Clauses 13, 14, 15, 21 and 22 of these Regulations.

4. Four berths in the Upper Reach will be kept for the use of men-of-war.

5. Vessels are to moor in accordance with the orders received from the Harbour Master, and not to shift their berths or remove from the anchorage without a special permit, except when outward bound and after having obtained their clearance papers.

6. Applications for berths or for permission to shift must be made at the Harbour Master's Office at the Custom-house by the Shipmaster, the First Officer, or Pilot in charge, when the necessary instructions concerning the berth will be given.

7. Vessels are required to exhibit lights as laid down in the Regulations for Preventing Collisions at Sea.

8. No vessels except men-of-war may use swinging booms. The swinging booms of men-of-war shall be rigged in from sunset until sunrise.

9. Vessels are required to keep their chains clear, especially towards the full and change of the moon, and not to have lines out to buoys, wharves, or other vessels any longer than necessary when shifting their berths.

10. When the Inner Channel is closed in the sixth or seventh sections, by reason of vessels hauling to and from the wharves and buoys, a black ball, 4 feet in diameter, must be hoisted at the

## [Shanghai Harbour.]

flagstaff of either the China Merchants Lower Wharf or the Shanghai and Hongkew Wharf.

The master of the vessel hauling in or out must not run out his lines until ten minutes after the hoisting of this signal.

11. Lighters and other boats are not to be made fast to vessels in such a manner or in such numbers as to interfere with the safe passage of other boats or vessels through the harbour.

12. Merchant vessels shall not fire off cannon or small arms within the limits of the port without written permits from the Harbour Master.

13. Vessels arriving at this port and having on board as cargo, in whatever quantity, any high explosive or the specially prepared constituents of such, shall (except as provided in Clause 15 of these Regulations), after coming inside the Woosung Inner Bar, anchor below the Cosmopolitan Dock and fly a *red* flag at the fore, and shall abide by the instructions received from the Customs concerning the discharge of the same.

Vessels having to receive on board any such explosives inside the Woosung Inner Bar shall observe similar precautions in all respects.

14. Vessels arriving at this port and having on board as cargo, after coming inside the Woosung Inner Bar, any loaded shell, or more than one hundred pounds of gunpowder, or any quantity of fixed ammunition in excess of twenty thousand rounds or the aggregate powder charges of which exceeds one hundred pounds, and vessels having to receive on board as cargo any of the said articles while inside the Woosung Inner Bar in quantity or number exceeding what is above specified in this Regulation, shall, as regards berthing and other precautions, be governed by Clause 13 of these Regulations.

15. Vessels wishing to proceed to the Kiangnan Arsenal to discharge explosive cargo will be allowed to do so; but they must not come above the limit specified in Clause 13 of these Regulations without first obtaining permission from the Customs Authorities. Vessels after taking explosive cargo on board at the Kiangnan Arsenal will not be allowed to anchor between the Arsenal and the Cosmopolitan Dock.

16. No lighters or other boats, except those which have permanent decks or coverings, shall be allowed to receive any of the articles mentioned in Clauses 13 and 14 of these Regulations from on board of any vessel bringing such articles to this port; and all such articles when received on board any such lighter or boat must be stowed under deck or within the permanently closed-in space.

17. Every craft, of whatever description, conveying explosives through the Shanghai anchorage or through any part of the waters of the port shall exhibit a *red* flag, not less than 6 feet long by 4 feet wide, at the fore-mast head, or where it can best be seen, and in the case of all boats or lighters thus employed which are not fitted with

masts, the flag must be exhibited at a height of not less than 12 feet above the highest part of the deck or house.

18. No lighter or other boat having explosives on board shall be allowed to anchor or make fast anywhere between the Kiangnan Arsenal and the Cosmopolitan Dock; and no lighter or boat shall pass between these limits except in the daytime, and then only on a fair tide, unless propelled by steam or towed by a steam-tug.

19. No fires, for cooking or any other purpose, and no smoking shall be allowed on board any lighter or other boat when going alongside a vessel that has explosives on board, nor while there are any explosives on board such lighter or boat.

20. The storage of explosives of any sort shall not be allowed anywhere on or near either shore of the Hwangpu or its affluents, except with the permission of the Customs Authorities.

21. Vessels arriving with mineral oil or calcium carbide as cargo shall be berthed on the Pootung side of either the ninth section or the lower section of the harbour, or alongside a Tung-ka-du wharf, and must remain there until all such cargo has been discharged.

22. A vessel arriving with a contagious disease on board shall not come nearer the lower limit of the harbour than the Cosmopolitan Dock, shall fly at the fore a *yellow* flag, and shall not allow anyone to disembark or come on board without permission from the Harbour Master's Office.

23. Masters of vessels shall not permit ballast or ashes to be thrown overboard.

24. All vessels in port must keep on board a sufficient number of hands to clear and pay out chain, &c., when required.

25. Vessels on arriving in port must, as soon as possible, rig in their jib-booms, and must not subsequently rig them out while within the harbour limits without permission from the Harbour Master.

26. No buoy may be laid down without the sanction of the Harbour Master and his approval of the moorings by which it is to be held in position. Unoccupied buoys must be lighted from sunset to sunrise.

27. Buoys that are already laid down are subject to the control of the Harbour Master, and where they are so placed as to obstruct the passage of vessels through the harbour, or are not moored in such a way as to economise berthing space, the Harbour Master will be at liberty to order them to be shifted. In case of refusal or neglect on the part of the owners of a buoy to shift its position as directed by the Harbour Master, the latter may cause it to be removed at the risk of the owners thereof.

28. In case of fire occurring on board a vessel in port, the bell must be rung immediately by that vessel and by those above and below her, and the signal *B J F*, International Code ("Ship on fire") hoisted by the burning vessel, if possible, and by those above and below her, during the day, or the light lowered and hoisted continually

## [Shanghai Harbour.]

during the night. Notice should be sent immediately to the River Police hulk and to the nearest Municipal police station.

29. The blowing of steam whistles or sirens, except for the purpose of signalling in accordance with the Regulations for Preventing Collisions at Sea or for the purpose of warning vessels of danger, is forbidden.

30. Steamers are forbidden to go at such a speed as renders their wash dangerous to properly laden cargo-boats and sampans.

31. Vessels infringing Clauses 13 and 14 of these Regulations by coming within the harbour limits with dangerous or explosive cargo on board in excess of the quantity therein allowed, will be notified by the Harbour Master to proceed to an anchorage not less than one mile below the lower limit of the harbour, and their entrance, working, and clearance will be stopped by the Customs until this notice is complied with. All other vessels not occupying the berth assigned to them, as required by the second, fifth and sixth clauses of the above Regulations, are likewise liable to have their entrance, working and clearance stopped by the Customs until the Harbour Master reports them as berthed in accordance with his directions.

Masters of vessels committing breaches of the other Regulations will be dealt with by the Consular Authorities, and infringements by any lighter or other boat will be dealt with by the Authorities to whom the owner of such lighter or boat is amenable.

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*Notice.*

1. On approaching the anchorage, vessels should show their numbers, in order that the same may be signalled from the Customs Signal Station.

2. Masters of vessels are requested to furnish the Harbour Masters Office with any information they may possess relative to any new dangers, such as rocks, shoals, &c., that they have discovered.

3. If the master of a vessel has any complaint to prefer against a pilot, he should forward the same in writing to the Harbour Master.

4. At the Harbour Master's office may be seen all notices pertaining to the department, as well as others that are of interest to navigators in the China Sea.

5. Vessels are recommended not to sail or steam through the shipping with the tide, it being highly dangerous to do so, especially during spring tides. Vessels so doing will incur responsibility for all damages.

(**No. 193.**) *ACT of Parliament to amend the Law relating to the Exportation of Arms, Ammunition, and Military and Naval Stores.\* 6th August, 1900.*

[63 & 64 Vict., cap. 44.]

[6th August, 1900.]

BE it enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows :—

*Power to prohibit Exportation of Arms, &c.*

1. It shall be lawful for Her Majesty by proclamation to prohibit the exportation of all or any of the following articles, namely : Arms, ammunition, military and naval stores, and any article which Her Majesty shall judge capable of being converted into or made useful in increasing the quantity of arms, ammunition, or military or naval stores, to any country or place therein named, whenever Her Majesty shall judge such prohibition to be expedient in order to prevent such arms, ammunition, military or naval stores being used against Her Majesty's subjects or forces, or against any forces engaged or which may be engaged in military or naval operations in co-operation with Her Majesty's forces.

*Construction and Short Title.*

2.—(1) This Act shall be read as one with the Customs and Inland Revenue Act, 1879,† and all the provisions of that Act, so far as they are applicable to the exportation of prohibited goods, shall apply as if they were embodied in this Act, and as if section 1 of this Act were part of section 8 of that Act.

(2) This Act may be cited as the *Exportation of Arms Act, 1900.*

(**No. 194.**) *ROYAL PROCLAMATION prohibiting the Exportation to China of Arms and Ammunition.‡ Osborne, 7th August, 1900.§*

BY THE QUEEN.

A Proclamation.

VICTORIA, R.

WHEREAS by “ The Exportation of Arms Act, 1900 (**No. 193**),” section 1, it is enacted that it shall be lawful for Her Majesty by

\* See Proclamations of 7th August, 1900 (**No. 194**), and 10th August, 1903 (**No. 199**).

† 42 & 43 Vict., cap. 21.

‡ Repealed by Royal Proclamation of 10th August, 1903 (**No. 199**).

§ “ London Gazette,” 7th August, 1900.

## [Resumption of Friendly Relations.]

Proclamation to prohibit the exportation of all or any of the following articles, namely :—Arms, ammunition, military and naval stores, and any article which Her Majesty shall judge capable of being converted into, or made useful in increasing the quantity of arms, ammunition, or military or naval stores, to any country or place therein named, whenever Her Majesty shall judge such prohibition to be expedient in order to prevent such arms, ammunition, military or naval stores being used against her Majesty's subjects or forces, or against any forces engaged or which may be engaged in military or naval operations in co-operation with Her Majesty's forces :

And whereas We, by and with the advice of Our Privy Council, judge it expedient to prohibit the exportation to China of arms and ammunition in order to prevent their being used as in the said Act stated :

Now We, by and with the advice aforesaid, do hereby prohibit the exportation to China of arms and ammunition from and after the date hereof.

Given at Our Court at Osborne House, Isle of Wight, this 7th day of August, in the year of our Lord 1900, and in the 64th year of Our reign.

God save the Queen.

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(No. 195.) *JOINT NOTE presented to China by the Representatives of the Foreign Powers, stating the Conditions necessary for the Resumption of Friendly Relations. Peking, 22nd December, 1900.\**

Au cours des mois de Mai, Juin, Juillet, et Août, de la présente année, des désordres graves ont éclaté dans les provinces septentrionales de la Chine, et des crimes sans précédent dans l'histoire de l'humanité—crimes contre les droits des gens, contre les lois de l'humanité et contre la civilisation—ont été commis dans, des circonstances particulièrement odieuses. Les principaux de ces crimes sont les suivants :—

1. Le 20 Juin son Excellence le Baron von Ketteler, Ministre d'Allemagne, se rendant au Tsung-li Yamèn, était assassiné dans l'exercice de ses fonctions par les soldats de l'armée régulière, agissant en vertu d'ordres de leurs chefs.

2. Le même jour les Légations étrangères étaient attaquées et assiégées. Ces attaques se poursuivirent sans interruption

\* Handed to the Chinese Plenipotentiaries, 24th December, 1900. Parliamentary Paper. China, No. 6 (1901). See Final Protocol of 7th September, 1901 (No. 26).



## [Resumption of Friendly Relations.]

jusqu'au 14 Août, date à laquelle l'arrivée des troupes étrangères y mit fin. Elles furent commises par des soldats réguliers qui se joignirent aux Boxeurs et obéissaient à des ordres de la Cour envoyés du Palais Impérial. Dans le même temps le Gouvernement Chinois faisait déclarer officiellement par ses Représentants auprès des Puissances qu'il se portait garant de la sécurité des Légations.

3. Le 11 Juin M. Sugiyama, Chancelier de la Légation du Japon, accomplissant une mission officielle, a été tué par des réguliers aux portes de la ville. A Pékin et dans plusieurs provinces, des étrangers ont été assassinés, torturés ou attaqués par des Boxeurs et des troupes régulières et n'ont dû leur salut qu'à leur résistance acharnée. Leurs établissements ont été pillés et détruits.

4. Les cimetières étrangers à Pékin notamment ont été profanés, les tombes ouvertes, les ossements dispersés.

Ces événements ont amené les Puissances étrangères à envoyer leurs troupes en Chine afin de protéger l'existence de leurs Représentants et de leurs nationaux et de rétablir l'ordre. Dans leur marche sur Pékin les armées alliées se sont heurtées à la résistance des armées Chinoises et ont dû la vaincre par la force.

La Chine ayant reconnu sa responsabilité, témoigné ses regrets et manifesté le désir de voir cesser la situation créée par les désordres dont il s'agit, les Puissances ont résolu d'accéder à sa demande aux conditions irrévocables énumérées ci-après, qu'elles jugent indispensables pour réparer les crimes commis et en prévenir le renouvellement :—

1.—(a) Envoi à Berlin d'une Mission extraordinaire conduite par un Prince Impérial pour exprimer les regrets de Sa Majesté l'Empereur de Chine et du Gouvernement Chinois au sujet de l'assassinat de feu son Excellence le Baron von Ketteler, Ministre d'Allemagne.

(b) Érection sur le lieu de l'assassinat d'un monument commémoratif digne du rang du défunt portant une inscription en langues Latine, Allemande, et Chinoise qui exprimera les regrets de l'Empereur de Chine à propos du meurtre commis.

2.—(a) La peine la plus sévère, conforme à leurs crimes, pour les personnages désignés dans le Décret Impérial du 25 Septembre, 1900, et ceux que les Représentants des Puissances indiqueront ultérieurement.

(b) Suspension de tous les examens officiels pendant cinq ans dans toutes les villes où des étrangers ont été massacrés ou ont subi des traitements cruels.

3. Le Gouvernement Chinois accordera au Gouvernement Japonais une réparation honorable pour l'assassinat de M. Sugiyama, Chancelier de la Légation du Japon.

4. Un monument expiatoire sera érigé par le Gouvernement Chinois dans chacun des cimetières étrangers ou internationaux qui ont été profanés et dont les tombes ont été détruites.

## [Resumption of Friendly Relations.]

5. Maintien dans les conditions à régler entre les Puissances de l'interdiction de l'importation des armes ainsi que du matériel servant exclusivement à la fabrication des armes et des munitions.

6.—(a) Indemnité équitable pour les États, les Sociétés, les particuliers, ainsi que pour les Chinois qui ont souffert au cours de derniers événements dans leurs personnes ou dans leurs biens par le fait qu'ils étaient au service étranger.

(b) La Chine prendra des mesures financières acceptables pour les Puissances afin de garantir le paiement des dites indemnités et le service des emprunts.

7. Droit pour chaque Puissance de constituer une garde permanente pour sa Légation et de mettre en état de défense le Quartier Diplomatique. Les Chinois n'auront pas le droit de résider dans ce quartier.

8. Les forts de Takou et ceux qui pourraient empêcher les libres communications entre Pékin et la mer seront rasés.

9. Droit d'occuper militairement certains points à déterminer par un accord entre les Puissances pour maintenir les libres communications entre la capitale et la mer.

10.—(a) Le Gouvernement Chinois fera afficher pendant deux ans dans tous les Sous-Préfectures un Décret Imperial portant :—

Défense perpétuelle sous peine de mort de faire partie d'une Société anti-étrangère.

Enumération des peines qui auront été infligées aux coupables y compris la suspension de tous les examens officielles dans les villes où des étrangers ont été massacrés ou ont subi des traitements cruels.

(b) Un Édit Impérial sera rendu et publié dans tout l'Empire déclarant que tous les Gouverneurs-Généraux, Gouverneurs et fonctionnaires provinciaux ou locaux seront responsables de l'ordre dans leur circonscription, et qu'en cas de nouveaux troubles anti-étrangers ou encore d'autres infractions aux Traités qui n'auraient pas été immédiatement réprimés et dont les coupables n'auraient pas été punis. Ces fonctionnaires seront immédiatement révoqués sans pouvoir être appelés à de nouvelles fonctions ni recevoir des nouveaux honneurs.

11. Le Gouvernement Chinois s'engage à négocier les amendements jugés utiles par les Gouvernements étrangers aux Traités de Commerce et de Navigation et les autres sujets touchant aux relations commerciales dans le but de les faciliter.

12. Le Gouvernement Chinois s'engage à réformer l'office des Affaires Étrangères, et à modifier le cérémonial de Cour relatif à la réception des Représentants étrangers dans le sens que les Puissances lui indiqueront.

Jusqu'à ce que le Gouvernement se soit conformé, à la satisfaction des Puissances, aux conditions susmentionnées, les Soussignés

## [Resumption of Friendly Relations.]

ne seront pas à même de laisser entrevoir la fin de l'occupation de Pékin et de la Province du Chihli par les troupes internationales.

Pour l'Allemagne—

A. von MUMM.

Pour l'Autriche-Hongrie—

M. CZIKANN.

Pour la Belgique—

JOOSTENS.

Pour l'Espagne—

B. J. DE COLOGAN.

Pour les États-Unis d'Amérique—

E. H. CONGER.

Pour la France—

S. PICHON.

Pour la Grande-Bretagne—

ERNEST SATOW.

Pour l'Italie—

SALVAGO RAGGI.

Pour le Japon—

T. NISSI.

Pour les Pays-Bas—

F. M. KNOBEL.

Pour la Russie—

MICHEL DE GIER.

Pékin, le 22 Décembre, 1900.

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(No. 196.) *PROTOCOL recording the Acceptance by China of the Conditions laid down by the Powers, in their Joint Note of 22nd December, 1900, for the Resumption of Friendly Relations. Peking, 16th January, 1901.\**

[Signed also in Chinese.]

A LA date du 24 Décembre, 1900, les Plénipotentiaires d'Allemagne, d'Autriche-Hongrie, de Belgique, d'Espagne, des États-Unis d'Amérique, de France, de Grande-Bretagne, d'Italie, du

\* Forwarded to the Representatives of the Powers by the Chinese Plenipotentiaries in their Note dated 16th January, 1901. Parliamentary Paper. China, No. 6 (1901). Pages 100 and 129. See Final Protocol of 7th September, 1901 (No. 26).]

Japon, des Pays-Bas, et de Russie, nous ont adressé la note suivante :—

[Joint Note of 22nd December, 1900 (No. 195).]

Nous nous sommes empressés de transmettre le texte intégral de cette note à Sa Majesté l'Empereur qui, après en avoir pris connaissance, a rendu le Décret suivant :—

“ Nous avons pris connaissance de tout le télégramme de Y K'oang et de Li Hong-tchang. Il convient que nous acceptions, dans leur entier, les douze articles qu'ils nous ont soumis.

“ Respect à ceci ! ”

En conséquence,

Nous, K'ing, Prince du premier rang, Plénipotentiaire, Président du Conseil des Affaires Étrangères, et

Li, Comte du premier rang Sou Y, Plénipotentiaire, Tuteur de l'Héritier Présomptif, Grand Secrétaire de la salle du Trône Ouen Hoa-tien, Ministre du Commerce, Surintendant des Ports du Nord, Gouverneur-Général du Tchéli,

Déclarons accepter dans leur entier les douze Articles dont nous avons été chargés d'assurer la transmission à Sa Majesté l'Empereur.

En foi de quoi nous avons signé le présent Protocole et nous transmettons aux Plénipotentiaires étrangers une copie de l'Édit de Sa Majesté l'Empereur, revêtue du sceau Impérial.

Il est entendu qu'en cas de contestation ce sera le texte Français qui fera foi.

*A Pékin, le 16 Janvier, 1901.*

(L.S.) [Signatures of Chinese Plenipotentiaries.]

(No. 197.) *HARBOUR REGULATIONS for Woosung.\* Shanghai, 17th January, 1901.*

*Harbour Regulations for Woosung.*

THE following Regulations have been agreed to and sanctioned by the Treaty Power Consuls at this port, and are now published for the information and guidance of all concerned.

By Order of the Inspector-General of Customs,

F. A. AGLEN.

*Commissioner of Customs Officiating.*

*Custom House, Shanghai, 17th January, 1901.*

1. The limits of the anchorage at Woosung within which foreign sea-going vessels may discharge imports into cargo-boats for con-

\* See also No. 171.

## [Woosung Harbour.]

veyance to Shanghai, or receive exports so brought from Shanghai, are the following :—

*On the outside :* a line drawn S.E. from the Woosung Lighthouse.

*On the inside :* a line drawn N. 30 ° E. from a beacon standing on the left bank 2,500 yards above the Customs Station.

2. Every sea-going vessel inward bound intending to cross the Woosung Inner Bar without first discharging cargo for conveyance by cargo-boat to Shanghai must, if her draught is too great to permit of her crossing on arrival, anchor outside the Woosung Spit Buoy until the tide suits.

3. Except as provided in Clauses 12 and 13 of these Regulations, every vessel inward bound intending to discharge cargo at Woosung for conveyance by cargo-boat to Shanghai will hoist the Rendezvous flag (Marryat's Code) at the fore on approaching the Woosung Spit Buoy. She will afterwards be boarded between the outside limit of the anchorage as above defined and the Harbour Master's Station by the Customs Berthing Officer, who, if the vessel have not already taken a berth, will notify to the master the one he is to occupy ; or if she have already taken a berth, will either approve the berth so taken or indicate another to which the vessel will at once remove.

The pilot or officer in charge of every such vessel shall see that proper facilities are afforded the Berthing Officer to enable him to come on board.

4. No vessel will be permitted to anchor in the line of the fairway marks indicating the channel across the Bar, or within 500 yards below or 100 yards above the said line.

5. The Customs Berthing Officer will keep a clear channel for the passage of vessels from the Inner Bar as far out as the Woosung Spit Buoy, and he is authorized to notify any vessel which may seem to him to be anchored in such a position as to interfere with the free navigation of this channel to remove to such berth as he may point out.

6. Should the master refuse to remove his vessel to another berth after having been directed by the Berthing Officer to do so, and a collision take place in consequence, such master will be held presumptively responsible for all damage caused to his own and to the colliding vessel.

7. No vessel will be permitted to discharge or ship cargo until she has moored in a berth approved by the Berthing Officer.

8. The Berthing Officer will confine himself to notifying to a vessel the berth she is to occupy ; the control of the vessel in taking up such berth will remain with the pilot or commanding officer.

9. Sea-going vessels inward bound will, when it is necessary, be boarded on reaching Woosung by the Berthing Officer, who will receive their report. When such vessel is under tow, the tug is required to slow down to facilitate boarding.

10. Vessels are required to exhibit lights as laid down in the Regulations for Preventing Collisions at Sea.

## [Woosung Harbour.]

11. The Berthing Officer at Woosung is authorized to isolate any vessel having contagious disease on board as far as may be practicable from all other vessels, and to cause every such vessel to fly a *yellow* flag at the fore.

12. Vessels arriving at this port and having on board as cargo, in whatever quantity, any high explosive or the specially prepared constituents of such, if waiting below the Woosung Inner Bar for any reason whatever, shall, so long as such cargo is on board, remain anchored outside the Woosung Outer Bar at a safe distance from other shipping and out of the way of ordinary traffic, shall fly a *red* flag (*B*, International Code) at the fore during the daytime, and shall abide by the instructions received from the Customs concerning the discharge of the same.

Vessels having to receive on board any such explosives as above described below the Woosung Inner Bar shall observe similar precautions in all respects.

13. Vessels arriving at this port and having on board as cargo any loaded shell, or more than one hundred pounds of gunpowder, or any quantity of fixed ammunition in excess of twenty thousand rounds *or the aggregate powder charges of which exceed one hundred pounds*, and vessels having to receive on board as cargo any of the said articles in quantity or number exceeding what is above specified, shall, while remaining below the Woosung Inner Bar, be governed by Clause 12 of these Regulations as regards berthing and other precautions.

14. No lighters or other boats, except those which have permanent decks or coverings, shall be allowed to receive any of the articles mentioned in Clauses 12 and 13 of these Regulations from on board of any vessel bringing such articles to this port, and all such articles when received on board any such lighter or boat must be stowed under deck or within the permanently closed-in space.

15. Every craft, of whatever description, conveying explosives through the Woosung anchorage or through any part of the waters of the port shall exhibit a *red* flag, not less than 6 feet long by 4 feet wide, at the fore-mast head, or where it can best be seen, and in the case of all boats or lighters thus employed which are not fitted with masts, the flag must be exhibited at a height of not less than 12 feet above the highest part of the deck or house.

16. No lighter or other boat having explosives on board shall be allowed to anchor or make fast anywhere within half a mile below the lower limit of the anchorage for foreign vessels at Woosung nor within one mile above the upper limit of said anchorage; and no such lighter or boat shall pass between the lower-most and the upper-most of the said limits except in the daytime, and then only on a fair tide, unless propelled by steam or towed by a steam-tug.

17. No fires, for cooking or any other purpose, and no smoking shall be allowed on board any lighter or other boat when going

alongside a vessel that has explosives on board, nor while there are any explosives on board such lighter or boat.

Masters of vessels committing breaches of the foregoing Regulations will be dealt with by the Consular Authorities, and infringements by any lighter or other boat will be dealt with by the Authorities to whom the owner of such lighter or boat is amenable.

*N.B.*—Permits to discharge or load cargo at Woosung can only be obtained by special application to the Commissioner of Customs at Shanghai.

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**(No. 198.)** *AGREEMENT between the British Government and the Eastern Extension Australasia and China Telegraph Company for the provision of a Submarine Cable between Chefoo and Weihaiwei. Signed at London, 23rd April, 1901.*

AGREEMENT made the 23rd day of April, 1901, between Henry Torrens Anstruther, Esq., and Ailwyn Edward Fellowes, Esq. (commonly called the Honourable Ailwyn Edward Fellowes), two of the Lords Commissioners of His Majesty's Treasury, for and on behalf of His Majesty's Government of the one part, and the Eastern Extension Australasia and China Telegraph Company, Limited (hereinafter called "the Company"), of the other part.

1. WHEREAS His Majesty's Government, being desirous that a telegraph cable should be laid with all possible dispatch connecting Shanghai with Weihaiwei and Taku, applied to the Company to lay such cable for the account and at the cost of His Majesty's Government, and negotiations have been proceeding as to the terms upon which such cable should be laid ;

2. And whereas since the said negotiations were entered on the Imperial Chinese Telegraph Administration (hereinafter called "the Administration ") applied to the Company and to the Great Northern Telegraph Company of Copenhagen (a Danish Company working in connection with the Company hereinafter called the Great Northern Company) to lay a cable for the Administration from Shanghai to Chefoo and Taku ; and the Company, with the approval of His Majesty's Government, entered into negotiations with the Administration with regard to the laying of such a cable ;

3. And whereas the said negotiations with the Administration resulted in the following basis of Agreement, the terms of which have since been embodied in two formal Agreements duly executed

## [Chefoo-Weihaiwei Cable.]

between the Administration of the one part and the Great Northern Company and the Company of the other part, which Agreements bear date respectively the 4th day of August and the 27th day of October, 1900 :—

(a) The Company and the Great Northern Company are to provide and lay, for Chinese account, a cable between Taku and Shanghai, connecting Chefoo *en route* ; with the right to lay branch cables from Chefoo to Weihaiwei, Port Arthur, and Kiao-chau to meet the requirements of the British, Russian, and German Governments.

(b) For the Taku-Chefoo-Shanghai Cable the Administration is to pay the Companies 210,000*l.* by instalments spread over thirty years, together with interest on the outstanding balance at the rate of 5 per cent. per annum ; with power to the Administration at the end of twenty-five years, but not before, to pay off the balance then remaining due. Until the whole of the money is paid the cables are to be mortgaged to the Companies ; and as additional security, the Companies are to have a lien on the balances payable by the Companies to the Administration under the Joint Purse Agreement of July, 1896 (No. 182).

(c) The Companies are to work and maintain at the expense of the Administration the Taku-Chefoo-Shanghai Cable, and to provide a steamer at a fixed daily cost when required for repairs or renewals together with cable required.

(d) All existing Agreements and Concessions between the Administration and the Companies, or either of them, are to be extended, and shall continue in force until the 31st day of December, 1930 ;

4. And whereas the Joint Purse Agreement of July, 1896, referred to in the said basis of Agreement, is an Agreement, dated the 11th day of July, 1896, made between the Administration of the one part and the Great Northern Company and the Company of the other part, whereby certain arrangements were come to as to the transmission of telegraphic traffic to and from China, and to and from certain places in China, and as to sharing the profits arising from such traffic, and as to matters connected therewith ;

5. And whereas an Agreement, dated the 13th day of May, 1897, was entered into between the Administration on the one part and the Great Northern Company on the other part relating to telegraphic traffic in and to and from China, and by a further Agreement, dated the 6th day of March, 1899, made between the same parties, which Agreement and further Agreement were duly confirmed by the Governments of China, Russia, and Denmark, there was added to the said Agreement of the 13th day of May, 1897, the following additional Article :—

“ That in the interest of both parties to the Agreement, dated the 13th May, 1897, and for the same term of years, that is till the



## [Chefoo-Weihaiwei Cable.]

31st December, 1910, no other party will be allowed without the consent of both the said parties to land telegraph cables on the coast of China and islands belonging thereto, or to work such cables in connection with the Chinese lines, or otherwise to establish telegraph connections which might create competition with or injure the interests of the existing lines belonging to China or to the Great Northern Telegraph Company of Copenhagen. This shall, however, not prevent the Chinese Government from establishing local internal cables where no competition can arise, nor from consenting to the junction by cable of Port Arthur with the Russian telegraph system for the exchange of limitrophe local traffic, neither shall it prevent the transmission of terminal Formosa traffic over the Foochow-Formosa Cable now belonging to Japan, whilst other traffic must not be exchanged by this line except with the consent of China and of the Great Northern Telegraph Company of Copenhagen”;

6. And whereas the said Agreements of the 11th July, 1896, 13th May, 1897, and 6th March, 1899, are the principal Agreements referred to in the said basis of Agreement as “all existing Agreements and Concessions,” thereby agreed to be extended until the 31st day of December, 1930, and such Agreements and Concessions by virtue of the Joint Purse Arrangements subsisting between the Company and the Great Northern Company enure for the benefit of both the said Companies ;

7. And whereas the Company has already laid an efficient telegraph cable (hereinafter called “The Chefoo-Weihaiwei Cable”) from Chefoo to a point on the Island of Liu-kung-tau, selected by the military authorities at Weihaiwei, and has at such last-mentioned point constructed and established a station for the purpose of working such cable, and has provided such station with a sufficient British staff and all needful instruments and appliances, and has connected the same with the station at Chefoo from which the Taku-Chefoo-Shanghai Cable will be worked.

8. And whereas the Company has also laid the Taku-Chefoo-Shanghai Cable :

Now it is hereby mutually agreed and declared as follows :—

1. The Company will carry out, or will procure to be carried out, the aforesaid Agreements of the 4th August, 1900, and 27th October, 1900, with the Administration as to the working and maintenance of the Taku-Chefoo-Shanghai Cable.

2. The Company will provide and keep at the station at Chefoo from which the Taku-Chefoo-Shanghai Cable will be worked, and will also provide and keep at the station at the Island of Liu-kung-tau a sufficient British staff to transmit all traffic between Weihaiwei, Chefoo, Shanghai, and Hong Kong, and between Hong Kong, Shanghai, Chefoo, and Weihaiwei, and the Company undertakes that all such traffic shall, as far as practicable, be transmitted throughout exclusively by British staff. Any case in which such

transmission by British staff has been found impracticable shall at once be reported to His Majesty's Government with the reason thereof.

3. The Company will maintain the connection between the Taku-Chefoo-Shanghai Cable and the Chefoo-Weihaiwei Cable and will work the Chefoo-Weihaiwei Cable for account of His Majesty's Government on the terms hereinafter expressed so long as it may be required by His Majesty's Government to do so. But the Company shall be entitled, subject to the priority and free transmission of all messages on the service of His Majesty's Government, including the local administration of Weihaiwei, to use such cable and the said station on Liu-kung-tau for the transmission of any other messages, and all receipts in respect of such last-mentioned messages, during the period that the cable is worked by the Company for account of His Majesty's Government, shall as between His Majesty's Government and the Company belong to the Company but subject to the rights of the Administration :

Provided that His Majesty's Government may at any time by three months' notice to the Company under the hand of the Secretary or Assistant Secretary to the Treasury, determine the working of the cable by the Company for account of His Majesty's Government.

4. If and whenever while the Chefoo-Weihaiwei Cable shall be worked by the Company for account of His Majesty's Government, such cable shall require to be repaired or renewed, the Company will, upon the request of His Majesty's Government, supply a cable steamer to effect, and will therewith use its best endeavours to effect, with all dispatch reasonably possible, the necessary repairs or renewals, at the price of 150*l.* for each day or part of a day such steamer shall be employed plus the cost of any cable used for such repairs or renewals, the period of employment of such cable steamer to be computed from the day of her leaving her port or station to the day of her return thither both inclusive, with the addition of the days occupied in coaling and taking cable on board preparatory to the expedition, and in discharging cable after her return to her station, provided that the said daily rate of 150*l.* shall not be chargeable in going or returning for any greater distance than from or to Hong Kong.

Provided that if the Chefoo-Weihaiwei Cable shall at any time remain out of working order for a continuous period of three months His Majesty's Government may, on the expiration of such period of three months, by notice to the Company under the hand of the Secretary or Assistant Secretary of the Treasury, determine the working of the said cable by the Company for account of His Majesty's Government immediately or on the date specified in such notice.

5. His Majesty's Government will, out of moneys provided by Parliament, pay to the Company in London within three calendar

months from the approval of this Agreement by the House of Commons the sum of 16,000*l.* His Majesty's Government will also pay to the Company by equal quarterly payments out of moneys provided by Parliament the annual sum of 4,000*l.* for the working of the Chefoo-Weihaiwei Cable, while the same shall be worked by the Company for account of His Majesty's Government as aforesaid, and the connection at Chefoo between the Chefoo-Weihaiwei Cable and the Taku-Chefoo-Shanghai Cable is maintained, and for the transmission of Government messages over the Chefoo-Weihaiwei Cable.

6. In case of war, rebellion, or other emergency, His Majesty's Government may take possession of the Chefoo-Weihaiwei Cable, and of the stations, offices, and apparatus on such telegraph line, and may keep possession thereof for so long as His Majesty's Government may think requisite, and may work such telegraph line by Government servants; and the Company shall do all in its power to enable His Majesty's Government to have and enjoy the benefit and advantage thereof, but no compensation shall be payable to the Company by His Majesty's Government for taking and keeping possession as aforesaid.

7. His Majesty's Government will give to the Company all needful protection from enemies, rebels, pirates, or other assailants during the working of the Taku-Chefoo-Shanghai Cable and of the Chefoo-Weihaiwei Cable.

8. His Majesty's Government shall use their best endeavours to secure from the Administration the due fulfilment on their part of the hereinbefore recited Agreements of the 4th August, 1900, and the 27th October, 1900, and also the due observance and fulfilment by the Administration until the 31st day of December, 1930, of the terms and conditions of the recited Agreements of the 11th July, 1896, 13th May, 1897, and 6th March, 1899, stipulated and confirmed in manner aforesaid, so far as the same relate to the working of the Taku-Chefoo-Shanghai Cable or to matters arising out of this Agreement.

9. In the event of any difference arising between His Majesty's Government and the Company regarding this Agreement or any matter or thing therein contained or relating thereto, such difference shall be determined in manner provided by "The Arbitration Act, 1889," or any then existing statutory modification thereof.

10. This Agreement shall not be binding on His Majesty's Government or the Company until it has been approved by the House of Commons.

In witness whereof the said Henry Torrens Anstruther and the said Ailwyn Edward Fellowes, two of the Lords Commissioners of His Majesty's Treasury acting for and on behalf of His Majesty's Government, have hereunto set their hands and seals, and the Eastern Extension Australasia and China Telegraph Company,

Limited, have hereunto caused their common seal to be affixed the day and year first above written.

(L.S.) AILWYN E. FELLOWES.

(L.S.) H. T. ANSTRUTHER.

Signed, sealed, and delivered by the above-named Henry Torrens Anstruther and Ailwyn Edward Fellowes in the presence of—

GEORGE BULL, *Treasury Messenger*.

(L.S.)

The Common Seal of the Eastern Extension Australasia and China Telegraph Company, Limited, was hereunto affixed in the presence of—

J. DENISON PENDER, *Director*.

F. E. HESSE, *Manager and Secretary*.

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*Treasury Minute approving the Agreement of April 23, 1901, relative to the Chefoo and Weihaiwei Submarine Cable. London, 24th April, 1901.*

My Lords have before them an Agreement dated the 23rd April, 1901, with the Eastern Extension Telegraph Company for the construction, laying, maintenance, and working on behalf of his Majesty's Government of a submarine cable between Chefoo and Weihaiwei.

The need for telegraphic communication with Weihaiwei became apparent soon after its occupation by Her Majesty's Government, and the events of last year rendered this need so urgent, that my Lords approached the Eastern Extension Telegraph Company with the view of ascertaining the terms upon which they would be prepared to connect the place with their system in China.

At the time these negotiations were entered into, the cables of the Eastern Extension Company (and of the (Danish) Great Northern Company, who work in connection with them in China), went no further north than Woosung, near Shanghai, communication northwards with Peking, being carried on over the Chinese land lines. But while the negotiations were in progress the Company intimated that they had been requested by the local Chinese Telegraph Administration to extend their system to Chefoo and Taku, at the mouth of the Pei-ho River, and that, if this extension should be effected, communication with Weihaiwei could be afforded by the laying of a comparatively short cable from that place to Chefoo. The Company were prepared to lay such a line for a payment of 16,000*l.*, and to work it on behalf of His Majesty's Government, for a subsidy of 4,000*l.* per annum. They asked for the promise of the support of His Majesty's Government in connection with the negotiations which they and the Great Northern

## [Exportation of Arms, &amp;c., to China.]

Company were carrying on with the Chinese Telegraph Administration.

These negotiations resulted in the conclusion between the Chinese Administration and the Great Northern and Eastern Extension Companies of an arrangement (subsequently embodied in Agreements dated the 4th August and 27th October, 1900), [for the] establishment of cable communication under the complete control of Companies between Shanghai, Chefoo, and Taku, with the right to lay branch lines from Chefoo to Weihaiwei, Port Arthur and Kiao-chau to meet the requirements of the British, Russian, and German Governments respectively. The Chinese Administration further agreed to extend up to the 31st December, 1930, all existing Agreements and Concessions between it and the Companies. On learning of the conclusion of this arrangement, my Lords accepted the terms quoted by the Company for the Chefoo-Weihaiwei connection, and requested them to lay the line as quickly as possible. It was opened for traffic on the 5th September last.

The present Agreement recites the arrangements explained above, and provides for the payment to the Company of the sum of 16,000*l.* for the construction and laying of the cable within three months of the approval of this contract by the House of Commons. It also provides for an annual payment of 4,000*l.* to the Company for working the cables on behalf of His Majesty's Government so long as they may so work it, and maintain the connection between it and the Taku-Chefoo-Shanghai Cable. His Majesty's Government will pay for any repairs required to the cable. The Agreement further stipulates for the employment of British staff at Chefoo and Weihaiwei, and for the transmission of all traffic between these places, Shanghai and Hong Kong, as far as possible by British staff. His Majesty's Government undertakes to protect the Company during the working of the cables, and to use its best endeavours to secure from the Chinese Administration the due fulfilment of its engagements with the Company so far as they relate to the Taku-Chefoo-Shanghai Cable, or to matters arising out of this Agreement.

My Lords approve of the terms of this Agreement.

April 24, 1901.

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(No. 199.) *ROYAL PROCLAMATION repealing the Proclamation of 1900 (No. 194) prohibiting the Exportation to China of Arms and Ammunition. London, 10th August, 1903.\**

BY THE KING.

*A Proclamation.*

EDWARD, R. & I.

WHEREAS by "The Exportation of Arms Act, 1900 (No. 193)," Section 1, it is enacted that it shall be lawful for His Majesty by

\* "London Gazette," 10th August, 1903.

Proclamation to prohibit the exportation of all or any of the following articles, namely : Arms, ammunition, military and naval stores, and any article which His Majesty shall judge capable of being converted into or made useful in increasing the quantity of arms, ammunition, or military or naval stores, to any country or place therein named, whenever His Majesty shall judge such prohibitions to be expedient in order to prevent such arms, ammunition, military or naval stores being used against His Majesty's subjects or forces, or against any forces engaged or which may be engaged in military or naval operations in co-operation with His Majesty's forces.

Whereas a Proclamation was issued dated August 7, 1900, (No. 194), prohibiting the exportation to China of arms and ammunition from and after the date aforesaid.

And whereas We, by and with the advice of Our Privy Council, judge it no longer expedient to prohibit the exportation to China of arms and ammunition.

Now We, by and with the advice aforesaid, hereby repeal the said Proclamation prohibiting the exportation to China of arms and ammunition from and after the date hereof.

Given at Our Court at Buckingham Palace this 10th day of August, in the year of our Lord 1903, and in the 3rd year of Our reign.

God save the King.

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(No. 200.) *BRITISH CIRCULAR respecting the Intervention of Missionaries between their Converts and the Chinese Authorities. Peking, 31st August, 1903.*

*Circular addressed by Sir E. Satow to His Majesty's Consuls in China.*

*Peking, August 31, 1903.*

SIR,

CASES have come to my notice in which missionaries have addressed themselves directly to Chinese officials, either verbally or in writing, on behalf of their Chinese converts, instead of acting through the proper channel, which is one of His Majesty's Consuls or the head of His Majesty's Legation.

Such intervention, I presume, would be defended on the ground that some action has been taken in regard to the convert which is in violation of Article VIII of the Treaty of Tientsin (No. 6).

It is necessary, however, to point out that missionaries are not accredited agents of the British Government for the enforcement of the Treaty, and Article VIII was not intended to confer upon missionaries any right of intervention on behalf of native Christians.

I do not see any objection to a missionary addressing the local

Chinese authorities directly on any matter affecting himself personally, such as, for instance, a robbery that has been committed at his house, or any similar private affair.

If, however, a missionary has to complain on behalf of himself that his teaching is interfered with, or that a Chinese preacher or convert has been interfered with or persecuted, his proper course is to lay the facts before the Consul of the district in which he resides, who after due examination will make such representations to the Chinese authorities as the case may require.

His Majesty's Consuls are not authorized to delegate their duties in this respect to missionaries.

I have reason to know that this view is shared by the managing bodies of British Protestant Missionary Societies who carry on mission work in China, and I understand that it is accepted and acted on by most of the missionary bodies in China.

The fact that a missionary or the convert on whose behalf a complaint is made resides at a distance from one of His Majesty's Consuls is not sufficient reason for the missionary taking upon himself the duty of the Consul, and his intervention could only be justified when there was imminent danger of an extreme character threatening the safety of converts.

I have accordingly to request you to act upon what is laid down in this Circular, and to acquaint missionaries with its contents whenever it seems likely to be departed from.

I am persuaded that if missionaries uniformly refrain from direct intervention on behalf of native Christians, and confine their action to representing to His Majesty's Consuls cases of actual persecution, such a course will redound to the preservation of peace between converts and non-converts, and to the spread of a genuine Christianity among the people of China.

I am, &c.,

ERNEST SATOW.

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(No. 201.) *CUSTOMS REGULATIONS for the Port of Kongmoon. Kongmoon, 23rd March, 1904.*

1. All vessels trading at Kongmoon are subject to, and will be treated in accordance with, the West River Regulations, 1904,\* and, where these do not apply, with ordinary Customs Regulations and existing Treaties. Inland water steamers will comply with the Inland Water Steam Navigation Regulations.†

2. For shipment and discharge of cargo, vessels, including inland water steamers, must take up the berths in the harbour

\* See revised Regulations of 1905 (No. 159), page 1035.

† See Nos. 138 and 140, and Annex C to No. 28, page 187.

## [Kongmoon Customs.

assigned by the Harbour Master, and may not move therefrom without his permission. The harbour limits of the port are :—

*South-West of Kongmoon Town.*—Within a line drawn east and west through the Wen Wu Temple.

*In the West River, East of the Kongmoon Creek.*—Within a line drawn north-east through Li Yu Hill.

*In the West River, West of the Kongmoon Creek.*—Within a line drawn south-west through Chih Shan village jetty.

*Steamer Anchorage.*—In West River opposite Imperial Maritime Customs, adjoining the mouth of the Kongmoon Creek.

Cargo boats, sampans, &c., are forbidden to approach incoming vessels before they are properly moored.

3. Cargo boats must be registered at the Custom-house and their numbers conspicuously painted on them in Chinese and English.

4. The landing and shipment of cargo and ballast and passengers and their luggage may only take place between 6 A.M. and 6 P.M., and cannot go on either at night or on Sundays and holidays without special permission. Cargo landed, shipped, or trans-shipped without a permit is liable to confiscation.

5. The manifest must contain an account of the marks, numbers and contents of every package on board. For exhibiting a false manifest the master is liable to fine. Goods found on board not specified on the manifest are liable to confiscation.

6. On entry and on receipt of Consular Report or River Pass, together with the manifest of the import cargo accompanied by tonnage dues and, if from a Treaty Port, cargo certificate, and on consignees applying specifying on their application in Chinese and English the nature of the goods, the marks and numbers, weight, value, &c., permits will be issued authorizing the discharge of consignments, (a) into registered cargo boats which must repair direct to the Custom-house for examination, after which duty memoranda will be issued and on payment of duty the good will be released ; or (b) under approved guarantee into go-downs or hulks approved of by the Customs, where they will be examined ; after which duty memoranda will be issued and on payment of duty the goods will be released.

7. Goods for export must be sent to the Customs jetty for examination accompanied by the shipper's application, giving the required particulars as to the nature of the goods, the marks and numbers, weight and value, &c., for a shipping permit. After examination duty memoranda will be issued, and, on payment of duty, shipment permits will be issued.

8. The landing and shipment of cargo having been completed and all dues and duties having been paid, the Customs clearance will be issued and the vessel will be entitled to the return of her papers, and may then proceed. The Customs will be at liberty to seal the hatches and place a Customs officer on board to accompany vessels up and down the river.



## [Kongmoon Customs.]

9. Cargo for which shipment permit has been issued but which cannot be received on board must be reported and await Customs examination before being reloaded.

10. Munitions of war may not be landed until a Munition's Special Permit from the Customs has been obtained. Vessels arriving at this port and having on board as cargo any explosive or the specially prepared constituent of such, shall anchor east of Li Yu Hill, in the West River outside the harbour limits, shall fly a red flag and shall abide by the instructions received from the Customs concerning the discharge of the same.

11. In the case of foreign goods from abroad to pay duty the importer may produce his *bond fide* invoice; if the invoice does not include freight and insurance, 10 per cent. will be added to the invoice value in the case of goods paying *ad valorem* duty, but the Customs reserve the right not to accept invoice as a statement.

12. Chartered junks are only available for carrying foreign-owned cargo from Treaty Port to Treaty Port, and must take out special papers at the Customs in exchange for properly executed and approved bonds.

13. Masters of vessels shall not permit ballast or ashes to be thrown overboard in the harbour.

14. No buoy may be laid down without the sanction of the Harbour Master and his approval of the mooring by which it is to be held in position. The Harbour Master will be at liberty to moor such vessels at unoccupied buoys as he may see fit.

15. Steamers on entering the harbour must go slow.

16. The blowing of steam whistles or sirens except for the purpose of signalling in accordance with the Regulations for preventing Collisions at Sea, or for the purpose of warning vessels of danger, is forbidden.

17. Masters of vessels are requested to furnish the Harbour Master's office with any information they may possess relative to any new danger, such as rocks, shoals, &c., or any changes in the channel of the river that they may have discovered.

18. The Custom-house will be open for the transaction of general business from 10 A.M. to 4 P.M., Sundays and holidays excepted. All export manifests and applications for cargo to be shipped the same day should be in the office not later than 3 P.M. All communications regarding Customs business should be addressed to the Commissioner of Customs.

The above Regulations are open to revision when and if necessary.

F. W. MAZE.

*Acting Commissioner.*

*Custom-house, Kongmoon, 23rd March, 1904.*

(No. 202.) *HARBOUR REGULATIONS for the Port of Canton.*  
*Canton, 1904.*

1. THE Canton anchorage is within the following boundaries :—

On the South.—A line drawn due east and west through the centre of Macao Fort.

On the West.—A line drawn south 66 west from the five storeyed pagoda across the river on both sides of Belcher Island.

On the East.—A line drawn due south from Execution Point to Navy Yard, Honam. The Whampoa anchorage is included between a straight line drawn from the north-west point of No. 3 Flat Island to a mound on the eastern end of Louisa Island, for the eastern or lower limit ; and a line drawn from Gully Point on the south side of American Reach to a Creek on the north side, and from Sulphur Point east-north-east to the north bank of the main river, for the western or upper limit.

2. Vessels entering the anchorage will be boarded by the Berthing Officer, who will direct them to proper berths.

3. River and coast steamers having determined berths, are allowed, on arrival, to proceed to such berth without stoppage.

4. Regular river and coast steamers having explosive, dangerous or inflammable cargo on board are to be governed by clauses 13, 14, and 21 of these Regulations.

5. Vessels are to moor in accordance with the orders received from the Harbour Master, and not to shift their berths or remove from the anchorage without a special permit except when outward bound and after having obtained their clearance papers.

6. Applications for berths or for permission to shift must be made at the Harbour Master's office at the Custom-house by the shipmaster, the first officer, or pilot in charge, when necessary instructions concerning the berth will be given.

7. Vessels are required to exhibit lights as laid down in the Regulations for Preventing Collisions at Sea.

8. No vessels except men-of-war may use swinging booms. The swinging booms of men-of-war shall be rigged in from sunset until sunrise.

9. Vessels are required to keep their chains clear, especially towards the full and change of the moon.

10. Vessels are required not to have lines out to buoys, wharves, or other vessels any longer than necessary when shifting their berths.

11. Lighters and other boats are not to be made fast to vessels in such a manner or in such numbers as to interfere with the safe passage of other boats or vessels through the harbour.

12. Merchant vessels shall not fire cannon or small arms within the limits of the port without written permit from the Harbour Master.

13. Vessels arriving at this port and having on board, as cargo,

in whatever quantity, explosive goods, such as nitro-glycerine, dynamite, blasting powder, &c., shall abide by the instructions received from the Customs concerning the discharge of the same. Such vessels shall fly a red flag at the fore and shall anchor below Macao Fort at Canton, and at Whampoa at a distance of not less than a mile outside the lower limit.

Vessels having to receive on board any such explosives as cargo from the port shall observe similar precautions in all respects.

14. Vessels arriving at the port and having on board as cargo any dangerous goods, such as loaded shell or more than one hundred pounds of gunpowder, or any quantity of fixed ammunition in excess of twenty thousand rounds or the aggregate powder charges of which exceed one hundred pounds, &c., &c., and vessels having to receive on board as cargo any such articles in quantity or number exceeding what is above specified in this Regulation, shall, as regards berthing and other precautions, be governed by clause 13 of these Regulations.

15. Vessels shall only by special permit be allowed to take on board or discharge explosive, dangerous or inflammable goods between sunset and sunrise.

16. No lighters or other boats, except those which have permanent decks or coverings, shall be allowed to receive any of the articles mentioned in clauses 13 and 14 of these Regulations from on board any vessel bringing such articles to this port; and all such articles when received on board any such lighter or boat must be stowed under deck or within the permanently closed-in space.

17. Every craft, of whatever description, conveying explosive, dangerous or inflammable goods through any part of the waters of the port shall exhibit a red flag, not less than 6 feet long by 4 feet wide, at the foremast head or where it can best be seen; and, in the case of all boats or lighters thus employed, and which are not fitted with masts, the flag must be exhibited at a height of not less than 12 feet above the highest part of the deck or house.

18. No lighter or other boat having explosive or dangerous goods on board shall be allowed to make fast anywhere in the harbour nor to delay on the way to its destination.

19. No fires, for cooking or any other purpose, and no smoking shall be allowed on board any lighter or other boat when going alongside a vessel that has explosives on board, nor while there are any explosives on board such lighter or boat.

20. Explosives of any sort shall not be stored anywhere on or near the shores of the harbour, except with the permission of the Customs Authorities.

21. Vessels arriving at this port and having on board inflammable goods, such as mineral oil, calcium carbide, &c., shall be berthed in a special anchorage set apart from time to time by the Harbour Authorities, and shall remain there until such goods have been discharged. Until further notice, this special anchorage will be between Bird's Nest Fort and Macao Fort at Canton, and at Whampoa out-

## [Canton Harbour.]

side the lower limits. Vessels with inflammable cargo shall hoist "H.Z.F." "Inflammable Cargo" on entering the harbour and keep it flying during daylight.

A vessel arriving with a contagious disease on board shall not come nearer than the lower limits of the harbour, shall fly at the fore a *yellow* flag, and shall not allow any one to disembark or come on board without permission of the Harbour Master's Office.

22. No hulks or pontoons may be moored, piles driven, jetties built or encroachment made on the waters of the harbour before plans have been submitted to the Customs, and until after due consideration and sanction of the competent Authorities, Chinese and Consular, concerned.

23. No ballast, ashes, rubbish, &c., may be thrown overboard.

24. All vessels in port must keep on board a sufficient number of hands to clear and pay out chain, &c., when required.

25. Vessels on arriving in port must, as soon as possible, rig in their jibbooms, and must not subsequently rig them out, while within the harbour limits, without permission from the Harbour Master.

26. No buoys or fixed moorings may be laid down without the sanction of the Harbour Master, and his approval of the moorings by which they are to be held in position. Unoccupied buoys must be lighted from sunset to sunrise.

27. Buoys that are already laid down are subject to the control of the Harbour Master, and where they are so placed as to obstruct the passage of vessels through the harbour, or are not moored in such a way as to economise berthing space, the Harbour Master will be at liberty to order them to be shifted. In case of refusal or neglect on the part of the owners of a buoy to shift its position as directed by the Harbour Master, the latter may cause it to be removed at the risk of the owners thereof.

28. In case of fire occurring on board of a vessel in port the bell must be rung immediately by that vessel and by those above and below her, and the signal "N. M." International Code, ("I am on fire") hoisted by the burning vessel if possible, during the day, or the light lowered and hoisted continually during the night. Notice should be sent immediately to the Custom House.

29. The blowing of steam whistles or sirens except for the purpose of signalling in accordance with the Regulations for preventing Collisions at Sea, or for the purpose of warning vessels of danger is forbidden.

30. No steamer or steam launch may steam at such a speed as may render its wash dangerous to other craft or other property afloat or ashore.

No boat or other vessel shall, without authority, make fast to a vessel under way.

Cargo boat licences are issued by the Harbour Master; they are numbered and not transferable. Such licenses are valid for one year

## [Weihaiwei Shipping Dues.]

only, and must be renewed in April every year. They are issued and renewed without fee.

Cargo boats are not permitted to remain alongside vessels not working.

Cinder boat licences will be issued by the Harbour Master.

31. Vessels infringing Clauses 13 and 14 of these Regulations by coming within the harbour limits with explosive or dangerous cargo on board in excess of the quantity therein allowed, will be notified by the Harbour Master to proceed to the anchorages indicated in these clauses, and their entrance, working, and clearance will be stopped by the Customs until this notice is complied with. All other vessels not occupying the berth assigned to them as required by the second and fifth clauses of the above Regulations, are likewise liable to have their entrance, working, and clearance stopped by the Customs until the Harbour Master report them as berthed in accordance with his directions.

Masters of vessels committing breaches of the other regulations will be dealt with by the Consular or other Authority concerned; and infringements by any lighter or other boat will be dealt with by the Authority to whom the owner of such lighter or boat is amenable.

32. Any modification of the present regulations which may be proposed in the future should be approved by the Consular Body before being put into force.

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(No. 203.) *ORDINANCE to provide for Shipping Dues at Weihaiwei.*

[No. 3 of 1905.]

[May 27, 1905.]

(L.S.) J. H. STEWART LOCKHART, *Commissioner.*

BE it enacted by the Commissioner of Weihaiwei as follows :—

1. This Ordinance may be cited as the “ Shipping Dues Ordinance, 1905.”

2. In this Ordinance and in any regulation made thereunder—

“ Master ” includes every person (except a pilot) having command or charge of any ship.

“ Ship ” includes any description of vessel used in navigation not propelled by oars.

“ Junk ” includes any sea-going sailing vessel of Chinese or other Asiatic build, construction and rig.

“ The waters of the Territory ” mean the navigable waters within the jurisdiction of the Government of the Territory.

3. The owner, agent or master of every ship or junk which enters the waters of the Territory shall pay such dues as may from time to time be fixed by order of the Commissioner.

## [Weihaiwei Shipping Dues.]

4. The said dues shall be paid to such officer as the Commissioner may from time to time appoint to collect the same on behalf of the Government of the Territory.

5. A receipt for the said dues shall be given by the person appointed to collect the same to every person paying in the same, and if the owner, agent, or master of any ship or junk fails, on demand of the authorized collector, to produce such receipt, it shall be lawful for such collector to detain such ship or junk until the said receipt is produced.

6. It shall be lawful for the Commissioner :—

(a) To fix and alter the times, places and modes at and in which the dues shall be paid ;

(b) To exempt any ship, junk or classes of ships or of junks from such payment and to annex any terms or conditions to such exemptions ; and

(c) To substitute any other dues or classes of dues, whether by way of annual payment or otherwise, in respect of any ships, junks or of classes of ships or of junks

(d) To make, alter or revoke rules and regulations for the carrying out of this Ordinance.

7. Tables of all dues, and a copy of the Regulations for the time being in force in respect thereof, shall be posted up in such public places as the Commissioner shall direct.

8. If the owner, agent or master of any ship or junk fails, on demand of the authorized collector, to pay the dues leviable in respect thereof, it shall be lawful for such collector, in addition to any other remedy which he is entitled to use, to enter upon such ship or junk and distrain the goods, guns, tackle or any other things of or belonging to or on board such ship or junk, and to detain them until the said dues are paid ; and if payment of the same is not made within the period of three days next ensuing such distress the collector may at any time during the continuance of such non-payment cause the distress to be appraised by two sufficient persons, and thereupon sell the same and apply the proceeds in payment of the said dues, together with reasonable expenses incurred by him under this section, paying the surplus, if any, on demand, to the said owner, agent or master.

9. The master of any ship or junk who —

(a) Departs or attempts to depart from the water of the Territory leaving unpaid the dues required to be paid under the provisions of this Ordinance ; or

(b) Refuses to give reasonable assistance to the authorized collector in the assessment of the dues payable by him ; or

(c) Obstructs any officer of the Government in the duties of his office,  
shall be liable to a penalty not exceeding \$200.

10. All British and foreign ships of war shall be exempt from the provisions of this Ordinance.

(No. 204.) *DESPATCH to His Majesty's Ambassadors at Paris and St. Petersburg respecting the Agreement between Great Britain and Japan of 12th August, 1905. London, 6th September, 1905.\**

*The Marquess of Lansdowne to Sir C. Hardinge.†*

*Foreign Office, September 6, 1905.*

SIR,

I ENCLOSE, for your Excellency's information, a copy of a new Agreement (No. 114) concluded between His Majesty's Government and that of Japan in substitution for that of the 30th January, 1902 (No. 107). You will take an early opportunity of communicating the new Agreement to the Russian Government.

It was signed on the 12th August, and you will explain that it would have been immediately made public but for the fact that negotiations had at that time already commenced between Russia and Japan, and that the publication of such a document whilst those negotiations were still in progress would obviously have been improper and inopportune.

The Russian Government will, I trust, recognise that the new Agreement is an international instrument to which no exception can be taken by any of the Powers interested in the affairs of the Far East. You should call special attention to the objects mentioned in the preamble as those by which the policy of the Contracting Parties is inspired. His Majesty's Government believe that they may count upon the good-will and support of all the Powers in endeavouring to maintain peace in Eastern Asia, and in seeking to uphold the integrity and independence of the Chinese Empire and the principle of equal opportunities for the commerce and industry of all nations in that country.

On the other hand, the special interests of the Contracting Parties are of a kind upon which they are fully entitled to insist, and the announcement that those interests must be safeguarded is one which can create no surprise, and need give rise to no misgivings.

I call your especial attention to the wording of Article II, which lays down distinctly that it is only in the case of an unprovoked attack made on one of the Contracting Parties by another Power or Powers, and when that Party is defending its territorial rights and special interests from aggressive action, that the other Party is bound to come to its assistance.

Article III, dealing with the question of Corea, is deserving of especial attention. It recognises in the clearest terms the paramount position which Japan at this moment occupies and must henceforth occupy in Corea, and her right to take any measures which she may find necessary for the protection of her political, military, and economic interests in that country. It is, however,

\* Parliamentary Paper. Japan, No. 2 (1905).

† A similar despatch was addressed to His Majesty's Ambassador at Paris.

## [Kiao-chau Customs.]

expressly provided that such measures must not be contrary to the principle of equal opportunities for the commerce and industry of other nations. The new Treaty no doubt differs at this point conspicuously from that of 1902. It has, however, become evident that Korea, owing to its close proximity to the Japanese Empire and its inability to stand alone, must fall under the control and tutelage of Japan.

His Majesty's Government observe with satisfaction that this point was readily conceded by Russia in the Treaty of Peace recently concluded with Japan, and they have every reason to believe that similar views are held by other Powers with regard to the relations which should subsist between Japan and Korea.

His Majesty's Government venture to anticipate that the alliance thus concluded, designed as it is with objects which are purely peaceful and for the protection of rights and interests the validity of which cannot be contested, will be regarded with approval by the Government to which you are accredited. They are justified in believing that its conclusion may not have been without effect in facilitating the settlement by which the war has been so happily brought to an end, and they earnestly trust that it may, for many years to come, be instrumental in securing the peace of the world in those regions which come within its scope.

I am, &c.,

LANSDOWNE.

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(No. 205.) *GERMAN ORDINANCE regulating Procedure in Customs Matters in the Kiao-chau Territory.\* Tsintau, 2nd December, 1905.*

(Translation.)

I. *General Rules.*

§ 1. All goods imported by sea into or exported from the German territory, with only such exceptions as are specified below, are subject to duties on importation or exportation at the rates specified in the Chinese Tariff for foreign trade for the time being in force. Goods forwarded to or coming from the interior under Transit Pass must pay the Treaty Transit Dues in addition to the Import or Export Tariff Duty.

§ 2. The Customs procedure is guided by the principles and follows the practice which are in force at the Chinese Maritime Custom Houses at the various Treaty Ports, and Customs control wherever necessary is exercised by its officers.

§ 3. Import and Export Manifests of all vessels made out in accordance with the provisions of Treaties must be handed to the

\* The Kiao-chau Custom-House was opened at Tsintau on the 1st July, 1899.



## [Kiao-chau Customs.]

Customs. The Manifests to be signed either by the master of the vessel, who in that case is held responsible, or by the agent of the vessel, in which case he will be responsible.

§ 4. Junks repairing to the special points they frequent excepted, no vessel is allowed to work cargo until Import Manifest has been handed in to the Customs, nor to allow it to leave the ship outside the free area until Customs Permit has been issued. Applications for goods to be landed or shipped outside the free area must specify the locality—what jetty, &c.—they are to be landed at or shipped from.

II. *Free Area.*

§ 5. The free area comprises the Great Harbour including the Moles, the wharf territory and the enclosing embankment, and the territory in front of the harbour as far as the chief railway embankment. It is limited in the south-west by a line between Inner Harbour and railway embankment near the junction of Rechternstrasse and Grosse Hafenweg, and in the east by a line between railway and enclosing dam near the block station. An extension of the free area is reserved for later use at any time according to requirement. The following are the boundaries of the area kept for possibly required extension in the future, viz., the railway embankment to the block station, including territory to be filled in on the one side to the extent of 200 mètres east of the enclosing dam; on the other side (west), to the railway viaduct off the Shansistrasse along the road to Oster's Slip, including small and large harbours.

§ 6. The free area shall not be made use of for dwellings, with the exception of those which are necessary for warehouse and wharf controllers, harbour, Customs, and police officers, nor for petty trade, with the temporary exception of a fixed number of Chinese street cookeries for the use of coolies. Factories are, in principle, allowed.

§ 7. The Customs control within the free area, as well as at the exits, is exercised by the Chinese Custom House.

§ 8. The Customs Duty account of all vessels must be settled within ten days of the ship's clearance, and duty on all imports passing beyond the free area paid.

§ 9. Goods arriving by sea or from the *hinterland*, which are intended to be stored, sorted, and worked up in the free area, shall be notified to the Customs, who will then take them under supervision. At the time of the notification the following details have to be supplied: mode of conveyance by which the goods arrived, and, if by sea, name of ship, name and address of consignee, date of arrival, number of packages, kind of packing, marks and numbers, and general description of the goods.

§ 10. Goods which are destined to be exported by sea from the free area have to pass the Customs. Goods without Customs papers are not allowed to be received on board.

## [Kiao-chau Customs.]

§ 11. Traffic of every kind (carriages, carts, railway, junks, sampans, tugs, steamers, &c.) by sea and land frontier of the free area is subject to the supervision of the Customs.

III. *Duty-Free Goods.*

§ 12. On articles which are duty free by Treaty no duty will be levied. The following are duty-free :—

*For the German Troops.*

(a) Articles for arming and outfitting the troops, including uniforms, if directly ordered by the military or naval authorities and if accompanied by Certificate of the Government.

(b) Stores and provisions ordered by the military and naval authorities in anticipation of future requirements, if accompanied by Certificate of the Government.

*For the General Public.*

(c) Machinery, plant, as well as parts of machinery, implements and tools required for manufacturing, industrial, and agricultural purposes ; also all building materials, fittings, and other articles for public and official works. A written Bond for the value of the goods must in each case be handed to the Customs certifying that the articles are solely for use in the German territory. If, later, they are to be conveyed into China, they must be declared to the Customs and pay Import Duty. Failure to do so will involve enforcement of the Bond for recovery of double the amount of duty on the value specified in it.

(d) Articles (vehicles and such-like) passing to and fro between the free area and outside, for ordinary repairs ; but they are to be reported to the Customs officer, that their passing may be noted.

(e) All postal parcels imported and destined for private use in the German territory, if the Duty, which has to be taxed in accordance with the attached declaration, does not exceed \$1 (value \$20). The Customs are at liberty to examine such parcels and verify the declarations as occasion demands.

§ 13. The personal luggage of passengers, declared as not containing either dutiable or contraband goods, is passed free of duty, and, as a rule, without examination ; but the right of examination is reserved to the Customs in cases where it may be considered specially necessary.

Duty is leviable on articles carried in excess of those reasonably necessary for personal use or if expected to be sold.

IV. *Manufactures in the German Territory.*

§ 14. Manufactures in the German territory are only subject to duty in so far as China is entitled to duty on the raw material.

(a) Chinese raw material landed in German territory from the

## [Kiao-chau Customs.]

*hinterland* or non-Treaty ports and intended for use in a manufactory may be declared to the Customs and a Bond for any duty payable on same deposited.

When the articles manufactured from this raw material come to be exported, they will pay Export Duty on the material used, and the duty guaranteed by the Bond shall be cancelled to that extent.

Duty guaranteed by the Bond must be paid or accounted for before the expiration of three years from its date.

It will be optional for the exporter to pay full Tariff Duty on the exported article instead of on the raw material used in its manufacture.

(b) Any Import or Coast Trade Duty levied on raw material arriving from foreign countries or from the Treaty Ports of China will be refunded at the time of exportation by sea of the manufactured articles made therefrom, provided that at the time of importation such material was duly declared at the Custom House as for use in a manufactory.

(c) An arrangement will be made by agreement of Colonial and Customs authorities that, when the various classes of manufactured articles are exported, the amount of raw material used will be fixed as a definite proportion and the Export Duty will be diminished accordingly.

(d) The factories entitled to claim the treatment as specified above will be registered, and a list of them, revised as required and, if needed, furnished to the Customs.

### V. *Opium.*

§ 15. Opium can only be imported by vessels in original chests. The importation of smaller quantities than one chest is forbidden. All opium on board of ships, including that intended for consumption during the journey, must, on arrival of the ship, be reported without delay to the Customs, who will supervise the transportation to the Customs godown of so much as is to be landed.

§ 16. Opium from the German territory to China or from China to the German territory can only be conveyed by rail, on special Bill of Lading and as "Eilgut." It is forbidden to carry it as passenger's luggage. All bills of lading, &c., for arriving opium are handed by the railway to the Customs in the German territory, who will notify the addressees.

§ 17. The consumption of opium in the German territory is subject to special regulations.

### VI. *Arms, Powder, Explosives, &c.*

§ 18. Arms, powder, explosives, and the like, as well as materials used in the manufacture of the same, must be declared on

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arrival, and discharged and stored in accordance with the regulations of the Colonial Government.

§ 19. The export of arms and munitions of war of all kinds, as well as materials used in the manufacture of the same, from the German into Chinese territory is prohibited; exception is only made in the case of articles covered by special Permit issued by the Commissioner of Customs in accordance with Chinese regulations.

§ 20. The storage of arms and explosives in the German territory, as well as the trade in the same, is subject to special regulations.

VII. *Mail Matter.*

§ 21. Mail matter may be landed or shipped by the Post Office at any time.

§ 22. Postal parcels will be received by the Post Office only if accompanied by a declaration form viséd by the Customs.

§ 23. Parcels destined for Tsintau will be handed, immediately after arrival, by the Post Office to the Customs for assessment of duty. The declaration form will be delivered to the addressee in the same way as other mail matter. The addressee will produce the declaration form at the Customs, and on payment of duty, if any (*vide* § 12, (e)), the parcel will be delivered by the Customs. For such parcels as are destined for other places in the German territory where German Post Offices operate, the duty payment of such parcels will be made, on application of the addressee, by the German Post Office, who will collect the duty and a fee of 20 cents at the time of delivering the parcel.

§ 24. The importation of opium, arms, powder, explosives and the like, as well as materials used in the manufacture of the same, by post is forbidden. In special cases the Government can grant an exception.

VIII. *Tank Kerosene Oil.*

§ 25. The Customs procedure for despatching tank ships, storage, and valuation of kerosene oil will be in accordance with the procedure in force at the Maritime Custom Houses at the Treaty Ports.

IX. *Office Hours of the Custom House.*

§ 26. The Custom House is open for the receipt and issue of all Custom papers from 10 A.M. to 4 P.M. on all days, Sundays and holidays excepted. The Customs Bank is open on all week days from 9-12 A.M. and 2-4 P.M.

§ 27. Vessels wishing to load or discharge on Sundays or holidays, as well as during night hours, must take out a Special Permit from the Customs; this Permit must be applied for during office hours.

§ 28. The transport of goods over land and sea boundary

## [Kiao-chau Customs.]

of the free area during night hours is only allowed in case a Special Permit has been obtained from the Customs. This does not apply to mail matter and passengers' luggage.

§ 29. Night hours are :—

From 1st March to 31st October : from 8 P.M. to 5 A.M.

From 1st November to 28/29 February : from 6 P.M. to 6 A.M.

X. *Fines.*

§ 30. Confiscation and fines will be imposed according to the principles which are laid down by the Treaties and which are in force at the Maritime Customs Houses. In cases of appeal against confiscation and fine imposed by the Commissioner of Customs, the procedure will be conducted in accordance with the spirit of the "Rules for Joint Investigation in Cases of Confiscation and Fine by the Custom House Authorities. Peking, 31st May, 1868 (No. 127)."

XI. *Abrogation of Former Regulations.*

§ 31. This Ordinance, issued to carry out the terms of the Agreement made on 17th April, 1899, and of the Amendment to same made under its 20th paragraph on the 1st December, 1905, and accepted by the Chinese Customs authorities, will come into force on 1st January, 1906, and will take the place of the following Regulations, which are hereby rescinded :—

(a) The Provisional Customs Regulations for the German Territory of Kiao-chau, of 23rd May, 1899.

(b) The Special Regulations for the Importation and Control of Opium, &c., of 23rd May, 1899.

(c) The Special Regulations *re* the Execution of the Customs Control, of 23rd May, 1899.

(d) The Provisional Additional Regulation to the Provisional Customs Regulations concerning Goods loaded by the Shantung Railway, of 20th April, 1901.

(e) The Customs Notification No. 24 regarding the Goods loaded by the Railway, of 31st March, 1902.

*Tsintau, 2nd December, 1905.*

VAN SEMMERN.

*The Colonial Governor p. t.*

*Inland Waters Steam Navigation.*

1. The Kiao-chau Customs having been formally authorized to function in Tsintau are now empowered to issue inland steam navigation papers ; steamers thus permitted to ply on the inland waters are to be guided generally by the rules and regulations of July and September, 1898 (Nos. 138 and 140) and the additional

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rules of September, 1902,\* but more especially by the regulations herebelow set forth.

2. Steamers about to ply in the inland waters are required to deposit their national papers, foreign or native, with the Customs, and will receive in exchange, on written application, the Inland Waters Certificate. Such certificates are valid for one year, and a fee of 10 taels is payable on first issue, of 2 taels for each annual renewal. Tonnage dues are payable once every four months.

3. Such certificated steamers may ply either (a) freely in the Tsintau waters or (b) according to regulations (1) from Tsintau to a place or places inland and back, and (2) from Tsintau to a place inland, thence to a Treaty Port, thence to a place inland, and thence back to Tsintau. On making due report to the local Customs or Tax Office, and paying local dues or duties, they may land or ship cargo or passengers at any recognised places of trade passed on the voyage, but they may not ply between inland places exclusively without special authority. If visiting another Treaty Port on any such inland voyage, the Customs at such port are to be duly reported to and all port regulations, national and native, complied with.

4. Whenever certificated steamers quit or return to Tsintau, they are to clear from and report to the Kiao-chau Customs, handing in outward and inward manifests of cargo, reporting places to be called at or called at, and paying the prescribed duties. Opium and contraband goods are not to be carried inwards or outwards; if carried, the goods are confiscable and the vessel subject to a fine of \$500, a second offence entailing withdrawal of Inland Waters Certificate and privileges.

5. Certificated steamers are required to carry the Imperial Chinese Post Office mails free of charge, and the Postal Department of the Kiao-chau Customs is empowered to transact all required postal business in this connexion independently or [and] in communication with the Colonial Post Office.

6. The Colonial Government will assist the Kiao-chau Customs to suppress smuggling—more especially the smuggling of opium and contraband—and accord special facilities to develop the legitimate business of the Postal Department.

A. v. MUMM.

*Minister of Germany.*

ROBERT HART.

*Inspector-General of Customs.*

*Signed at Peking the 17th April, 1904.*

\* Annex C to British Treaty of 5th September, 1902 (No. 28). Vol. I Page 187.

(No. 206.) *JAPANESE REGULATIONS AND SUPPLEMENTARY RULES for the Control of Residents in Kwantung.*  
1906.\*

(Translation.)

*Regulations.*

ART. 1. The term "Residents" in the present Regulations signifies persons who visit or reside in Kwantung.

2. Any person who establishes his residence in Kwantung shall report the fact, within five days, to the Civil Administration Office or its Branch Office concerned, stating his name, domicile (or nationality in the case of a foreigner), status, calling, age, and whether he is the head or a member, inmate or employé of a family, as well as the locality of his residence. A similar notice shall be given when any person has changed his residence.

The aforesaid notice shall be made in the case of a member or inmate of a family or household and in the case of an employé by his employer.

3. Foreigners (excepting Chinese) shall be permitted until further notice to reside and lease or own real property only within the town limits of Tairen and Port Arthur.

4. When a birth or death or change in residence, or other matters relating to family register or in matters whereof notice is required to be made occurs in the family or household of a resident, notice shall be given within five days to the Civil Administration Office or its Branch Office concerned, by the head or a member of such family or household.

5. If any resident is deemed likely to injure public tranquillity or morals, the Chief of the Civil Administration Office concerned may prohibit his residence within the jurisdiction limits of the Government of Kwantung for a period of more than one year and not exceeding three years.

6. Any person who has been prohibited his residence in Kwantung shall leave, within five days, the jurisdiction limits of the Government of Kwantung. If, however, proper reason is found to exist for his inability to leave within the prescribed period, the Chief of the Administration Office concerned may grant him temporary suspension of the prohibition, receiving or not receiving from him a reasonable money security.

7. If any person to whom temporary suspension has been granted as in the preceding Article again behaves, within the prescribed period, in such a manner as to fall under Art. 5, the suspension granted shall be cancelled and the security confiscated.

8. If any person who has been prohibited his residence in Kwantung, is found to have remarkably ameliorated his conduct,

\* Published in the "Japan Times," Tokio, 5th September, 1906, and in the "London Gazette," 23rd October, 1906.

the Chief of the Civil Administration Office concerned may at any time cancel his prohibition.

9. If any person who has been prohibited his residence in Kwantung has any objection to the prohibition, he may, within three days from the day on which he was so prohibited, apply to the Governor-General through the Chief of the Civil Administration Office concerned for a countermand of the prohibition.

Even in such case the execution of the order of prohibition shall not be suspended.

10. Any person who violates Art. 2 or 4 shall be liable to a fine not exceeding thirty *yen* or to detention or a police fine.

11. If any person does not leave within the period prescribed for his leaving or within the term of temporary suspension granted him or returns before the prescribed period of prohibition expires, he shall be liable to imprisonment not exceeding six months or to a fine not exceeding two hundred *yen*.

12. Necessary rules besides the provisions of the present Regulations shall be established by the Chief of Civil Administration Office.

#### *Supplementary Rules.*

In regard to the residence and travel of Russian subjects, rules hitherto obtained shall remain in force for the time being.

The present Regulations shall take effect from the date of publication.

The Regulations for the control of vessels sailing to and from Tairen Wan and of residents in Kwantung, Military Ordinance issued on the 7th September, 1905, and the Detailed Rules for the Operation of those Regulations, Ordinance No. 1 of the Civil Administration Office of Kwantung, are hereby rescinded.

(No. 207.) *PROVISIONAL CONVENTION between Japan and Russia respecting the Junction of the Japanese and Russian Railways in Manchuria.* Signed at St. Petersburg, <sup>31st May,</sup> 13th June, 1907.

Le Gouvernement Impérial de Russie et le Gouvernement Impérial du Japon, ayant résolu de conclure une Convention concernant le service de raccordement des chemins de fer russes et japonais en Mandchourie, conformément aux dispositions de l'art. VII du Traité de Paix signé entre eux à Portsmouth le 5 septembre (23 août) 1905 (No. 115), les soussignés, le Maître de la Cour Impériale Alexandre Iswolsky, Ministre des Affaires Étrangères de Russie, et Itchiro Motono, Docteur en Droit, Envoyé Extraordinaire et Ministre Plénipotentiaire du Japon, dûment autorisés à cet effet par



leurs Gouvernements respectifs, ont arrêté d'un commun accord, à titre provisoire, les articles suivants.

Pour celles des dispositions dans cette Convention qui concernent la Compagnie du chemin de fer Chinois de l'Est, d'une part, et la Compagnie du chemin de fer Sud-Mandchourien, de l'autre, les deux Gouvernements s'engagent mutuellement à prendre les mesures nécessaires pour assurer leur exécution ponctuelle par les dites Compagnies.

ART. I. La jonction des sections des deux chemins de fer se fera sur la ligne limitrophe de la station de Kouantchentsy du chemin de fer Chinois de l'Est. La compagnie du chemin de fer Sud-Mandchourien prolongera sa ligne à voie de la largeur adoptée par ce chemin de fer, de la station de Tchanchoun du dit chemin de fer jusqu'à la limite de la station de Kouantchentsy du chemin de fer Chinois de l'Est, et la Compagnie du chemin de fer Chinois de l'Est construira une ligne de la même largeur en continuation du prolongement de la ligne japonaise construite par la Compagnie du chemin de fer Sud-Mandchourien jusqu'au quai de la station russe de Kouantchentsy. La Compagnie du chemin de fer Chinois de l'Est construira, en prolongement de sa ligne, un chemin de fer à voie large de 1 mètre 524 (voie russe de 5 pieds anglais) partant du quai de la station russe de Kouantchentsy jusqu'à la limite de cette station, et la Compagnie du chemin de fer Sud-Mandchourien construira une ligne de la même largeur en continuation du prolongement du chemin de fer russe construit par la Compagnie du chemin de fer Chinois de l'Est jusqu'au quai de la station japonaise de Tchanchoun.

Le point de jonction des deux sections des chemins de fer russes et japonais et les plans de cette jonction seront arrêtés d'un commun accord entre les deux Compagnies.

II. La Compagnie du chemin de fer Chinois de l'Est, ainsi que la Compagnie du chemin de fer Sud-Mandchourien établiront, outre la jonction de leurs lignes, une communication directe des passagers et des marchandises, ainsi que toutes les installations nécessaires pour effectuer, avec la moindre perte de temps et aux moindres frais possibles, le transbordement des marchandises aux stations terminales rendu nécessaire par la différence de largeur de la voie.

Chacune des Compagnies se réserve le droit d'arrêter les plans de construction dans la limite de son propre terrain.

III. Chacune des deux Compagnies prendra à sa charge tous les travaux mentionnés dans les articles I et II de la présente Convention qui leur reviennent respectivement, et ces travaux seront achevés par les Compagnies dans le plus bref délai possible et simultanément, autant que faire se pourra.

IV. L'entretien des voies, des installations de transmission et de transbordement et des autres dépendances sur le terrain de chaque chemin de fer sera respectivement à la charge des Compagnies.

V. Le trafic entre le chemin de fer Chinois de l'Est et le chemin

de fer Sud-Mandchourien sera établi conformément aux conditions suivantes :

Les trains de voyageurs du chemin de fer Chinois de l'Est avec les passagers, leurs bagages et autres objets transportés par ces trains suivront la voie russe jusqu'à la station japonaise de Tchanchoun, et les trains de voyageurs du chemin de fer Sud-Mandchourien avec les passagers, leurs bagages et autres objets, transportés par ces trains suivront la voie japonaise jusqu'à la station russe de Kouantchentsy.

Les trains du chemin de fer Chinois de l'Est chargés de marchandises à destination de la ligne Sud-Mandchourienne arriveront sur la voie russe jusqu'à la station japonaise de Tchanchoun, où s'effectueront la remise et le transbordement de ces marchandises au chemin de fer japonais, et les trains du chemin de fer Sud-Mandchourien chargés de marchandises à destination de la ligne Chinoise de l'Est arriveront sur la voie japonaise jusqu'à la station russe de Kouantchentsy, où s'effectueront la remise et le transbordement de ces marchandises au chemin de fer russe.

VI. Les horaires du mouvement des trains, en vue du raccordement des deux chemins de fer, seront arrêtés d'un commun accord par les administrations des deux Compagnies de chemin de fer.

VII. Les taxes des voyageurs et des marchandises pour le parcours entre les deux stations terminales seront perçues : dans la direction du Nord au Sud, conformément aux tarifs en vigueur pour la ligne du chemin de fer Chinois de l'Est, et dans la direction du Sud au Nord, conformément aux tarifs en vigueur pour la ligne du chemin de fer Sud-Mandchourien.

La répartition des sommes perçues pour le transport sur les lignes des deux Compagnies sera faite d'après un accord conclu entre les administrations des deux Compagnies.

VIII. Chacune des deux Compagnies jouira à titre gratuit et réciproque de la ligne de raccordement et des installations affectées au service de transbordement appartenant à l'autre.

IX. Les deux Compagnies de chemin de fer organiseront un service de trains mutuellement coordonné et suffisant pour assurer le trafic régulier des voyageurs et des marchandises et établiront des règlements et dispositions pour le service de l'exploitation, en tout conformes aux intérêts de ce service.

X. Toutes les dispositions ultérieures découlant de la présente Convention et concernant le service des trains, le transport des voyageurs, le transbordement des marchandises et le service des signaux, etc., seront réglés par un arrangement spécial entre les deux Compagnies dûment approuvé par les Gouvernements respectifs. L'usage mutuel des moyens de transport, les relations entre le personnel des deux chemins de fer, ainsi que la mode de fixation de la quote-part afférente à chaque administration dans la répartition des recettes seront réglés ultérieurement par des arrangements semblables.

XI. Dans tous les cas, où les administrations des deux chemins de fer ne pourront s'entendre sur les points prévus par la présente Convention ou en général sur tous les autres points concernant leurs relations réciproques mentionnées dans cet acte, les différends seront réglés par décision des deux Gouvernements respectifs prise en commun après un échange de vues entre eux à ce sujet.

En foi de quoi le Ministre des Affaires Étrangères de Russie et l'Envoyé Extraordinaire et Ministre Plénipotentiaire du Japon ont signé la présente Convention provisoire et y ont apposé leurs sceaux.

Fait à St.-Petersbourg en double exemplaire le 31 mai (13 juin) 1907, correspondant au 30<sup>e</sup> jour du 6<sup>e</sup> mois de la 40<sup>e</sup> année de Meidji.

(L.S.) ISWOLSKY.  
(L.S.) I. MOTONO.

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*Articles additionnels.*

1. Le Gouvernement Impérial Russe et le Gouvernement Impérial Japonais désirant établir une communication directe des voyageurs et des marchandises sur les différentes lignes de chemin de fer russes et japonaises s'engagent à faciliter la conclusion, dans le plus bref délai possible, d'un arrangement spécial à cet effet.

2. Les soussignés, Alexandre Iswolsky, Ministre des Affaires Étrangères de Russie, et Itchiro Motono, Envoyé Extraordinaire et Ministre Plénipotentiaire du Japon étant tombés d'accord pour l'adoption de l'article V de la Convention provisoire du service de raccordement des chemins de fer, en attendant la construction de la ligne de chemin de fer de Tchantchoun à Girin, il est entendu entre les deux Hautes Parties Contractantes que lorsque la dite ligne sera construite, le transfert des voyageurs venant du Nord par le chemin de fer Chinois de l'Est et se rendant soit dans la direction de Girin, soit dans la direction de Tairen, ainsi que le transfert des voyageurs venant soit par la ligne de Girin, soit par la ligne du Sud-Mandchourien et se rendant dans la direction du Nord se feront à la station japonaise de Tchantchoun. A cet effet un arrangement spécial sera conclu ultérieurement entre les Compagnies intéressées.

3. En vue de faire fonctionner le raccordement des chemins de fer en Mandchourie, avant même l'achèvement des travaux prévus dans la Convention provisoire signée ce jour, la Compagnie du chemin de fer Sud-Mandchourien construira une station provisoire à proximité de la station russe de Kouantchentsy, et les deux Compagnies établiront, chacune de son côté, les installations nécessaires pour la transmission des voyageurs, colis, bagages et autres objets transportés par les trains de voyageurs et le transbordement des marchandises entre la station provisoire japonaise et la station russe de Kouantchentsy.

Fait à St.-Petersbourg en double exemplaire le 31 mai (13 juin) 1907 correspondant au 30<sup>e</sup> jour du 6<sup>e</sup> mois de la 40<sup>e</sup> année de Meidji.

ISWOLSKY.  
I. MOTONO.

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*Protocole.*

Au moment de procéder à la signature de la Convention provisoire du raccordement des chemins de fer russes et japonais en Manchourie, les deux Hautes Parties Contractantes jugeant utile de régler certaines questions relatives à la gare de Kouantchentsy et aux mines de houille de Chibélin et de Taotsiatun, les soussignés, le Maître de la Cour Impériale Alexandre Iswolsky, Ministre des Affaires Étrangères de Russie, et Itchiro Motono, Docteur en Droit, Envoyé Extraordinaire et Ministre Plénipotentiaire du Japon, ont arrêté ce qui suit :

Art. I. Il a été entendu entre les deux Hautes Parties Contractantes qu'en principe la gare de Kouantchentsy et ses dépendances étaient la propriété commune de la Russie et du Japon, mais que, par suite de convenances pratiques, la propriété exclusive de ladite gare et de ses dépendances resterait à la Russie et que par contre le Gouvernement Russie paierait au Gouvernement Japonais la somme de cinq cent soixante mille trois cent quatre-vingt treize roubles à titre de dédommagement de la renonciation par le Japon à ses droits de co-propriété sur la gare de Kouantchentsy et ses dépendances.

II. Le Gouvernement Russe remettra au Gouvernement Japonais, dans le plus bref délai possible, après la signature de la Convention provisoire du raccordement des chemins de fer, dans leur état actuel, toutes les voies ferrées et tous les objets dépendant de ces voies qui se trouvent au sud du point marqué No. 2,223 au plan ci-annexé,\* ainsi que les mines de houille à Chybélin et Taotsiatun avec toutes leurs dépendances. Aussitôt après la signature de la dite Convention, les instructions nécessaires seront envoyées par les deux Gouvernements, de Russie et du Japon, d'une part, à la Compagnie du chemin de fer Chinois de l'Est, et de l'autre, à la Compagnie du chemin de fer Sud-Mandchourien, à l'effet de procéder au transfert des dites voies ferrées et des objets dépendant de ces voies ainsi que des mines de houille susmentionnées.

III. Il est entendu entre les deux Hautes Parties Contractantes que le Gouvernement Japonais choisira ultérieurement un emplacement où sera construite la gare japonaise de Tchanchoun, entre la gare russe de Kouantchentsy et la ville de Tchanchoun.

En cas de construction de la ligne de chemin de fer sur Girin, le Gouvernement Japonais s'emploiera à faire construire par la Compagnie de ce chemin de fer, end ehors des limites de la gare de Tchan-

## [Dairen Customs.]

tchoun, des passages à niveau ou des viaducs aux points de croisement de la dite ligne et des routes principales entre la station russe de Kouantchentsy et la ville de Tchantchoun.

IV. Le règlement détaillé relatif au transbordement des passagers et des marchandises d'un chemin de fer à l'autre qui doit être conclu entre les deux Compagnies de chemin de fer, russe et japonaise, sera discuté et arrêté entre ces Compagnies intéressées, dans le plus bref délai possible, après la signature de la Convention provisoire du raccordement des chemins de fer. Quant au lieu et à la date de la réunion des Délégués respectifs à ce sujet, ils seront déterminés ultérieurement à la façon qui conviendra le mieux aux deux Parties.

V. Il est convenu entre les deux Hautes Parties Contractantes, que la Convention signée en date de ce jour entrera en vigueur aussitôt après que la construction de la station provisoire japonaise mentionnée à l'article 3 des articles additionnels de la dite Convention aura été achevée.

En foi de quoi le Ministre des Affaires Étrangères de Russie et l'Envoyé Extraordinaire et Ministre Plénipotentiaire du Japon ont signé et scellé de leurs sceaux le présent Protocole.

Fait à St.-Petersbourg en double exemplaire le 31 mai (13 juin) correspondant au 30<sup>e</sup> jour du 6<sup>e</sup> mois de la 40<sup>e</sup> année de Meidji.

(L.S.) ISWOLSKY.

(L.S.) I. MOTONO.

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(No. 208.) *PROVISIONAL CUSTOMS REGULATIONS for the Leased Territory of the Kwangtung Province. 26th June, 1907.\**

*Provisional Customs Regulations for the Leased Territory of Kwangtung.*

[Customs Version.]

1. Foreign goods imported to Dairen from a foreign country, or goods manufactured therefrom, must pay import duty if sent to the interior.

Foreign goods imported from a Chinese Treaty Port unaccompanied by duty-paid certificate must pay import duty if sent to the interior.

Foreign goods imported from a Chinese Treaty Port, if consumed in the leased territory, or re-exported from the leased territory, and when they are accompanied by duty-paid certificate, are entitled to drawback at the port of duty payment.

2. Native produce coming from a Chinese Treaty Port, accom-

\* Came into force 1st July, 1907, on which date the Custom House at Dairen was opened.

## [Dairen Customs.]

panied by duty-paid certificate, must pay coast trade duty if sent to the interior.

\* If it is desired to send products of the leased territory or goods manufactured therefrom into the interior, they shall be liable to import duty.

\* It is, however, permissible for the person sending such goods or products not to pay import duty, should he so prefer; but in that case the said goods or products shall receive the same treatment as Chinese goods or products.

3. Native produce imported from a Chinese port unaccompanied by duty-paid certificate must pay full import duty on deposit, pending inquiry with the Custom-house of the port concerned, and are liable to confiscation, together with the deposit, if found with unlawful intentions.

4. Native produce brought down to the leased territory from the interior, whether by railway or carts or by some other conveyance, must pay tariff duty if exported.

5. Produce raised in the leased territory, and goods manufactured therefrom or from the materials imported from a foreign country, shall not pay export duty, but they must be accompanied by certificate of origin issued by Japanese authorities.

6. Goods manufactured from the materials brought from the interior or from a Chinese port shall pay export duty on shipment to a foreign country or to a Chinese port, but it is optional with the shipper whether duty to be paid should be on the material or on the manufactured article.

7. Foreign goods shipped to Dairen from a Chinese Treaty Port, where import duty had been paid, shall pay no export duty if re-exported to a foreign country.

Native goods imported to Dairen from a Chinese Treaty Port where import duty had been paid shall pay no duty, if re-shipped to a foreign country.

8. Foreign goods imported to Dairen, if sent to the interior under transit pass, must pay transit dues, in addition to import duty.

Native products brought down from the interior under transit pass must pay transit dues, in addition to export duty upon exportation to a foreign country.

9. Opium coming to the leased territory, whether by land or by sea, in chests or in packages, must be reported to the Customs immediately upon arrival.

10. Opium going to the interior must pay import duty and *li-kin*. But this does not apply to foreign or native opium imported from a Chinese Treaty Port accompanied by duty-paid certificate or with Hu-pu labels on.

11. All opium going to the interior must be declared to the Customs and labelled and stamped.

## [Dairen Customs.]

12. Native opium coming from a Chinese Treaty Port, unaccompanied by duty paid certificate, or not bearing Hu-pu labels, will be charged with "Tung-Shui."

Similarly, native opium coming from the interior, unaccompanied by any documents issued by Customs authorities in duty paid proof, or not bearing Hu-pu labels, will be charged with "Tung-Shui."

13. Arms, ammunition, explosives, and the materials used in the manufacture of the same, imported by merchant vessels, must be reported to the Customs immediately upon arrival, with all necessary particulars, and cannot be discharged or landed until a special permit has been issued by the Customs.

14. The exportation of arms, ammunition, explosives, and the materials used in the manufacture of the same, into the interior, as well as to a Chinese Treaty Port is prohibited, unless they are accompanied by "Hu-chao" issued by Chinese authorities.

15. The above two rules do not apply to arms and ammunition for use of the Imperial Japanese army and navy and police force.

16. The ship's paper or Consul report and import manifest must be handed in to the Customs after the ship's arrival, without delay. The manifest must be signed by the master of the vessel and contain a full and true account of all cargo on board. Any error detected therein must be corrected within twenty-four hours after it had been handed in to the Customs.

When cargo on board a vessel is known to be destined for the interior and if its quantity is considerable so as to form independent cargo the master of the vessel should prepare two manifests—one for the cargo destined for the hinterland and another for the leased territory.

17. Consignees of import cargo, whether it be for the interior or for the leased territory, are to report to the Customs, giving full particulars such as the denomination of the goods, number, quantity, weight and value, and also with the place of purchase, or production, or manufacture, &c.

18. When a vessel wants to clear from a port export manifest must be handed in to the Customs either by the master of the vessel or by the agent. The manifest must be signed by the master or the agent and handed in to the office at least two hours before application for the Customs clearance is made.

19. When goods are to be exported the shipper must send the goods to the examination shed or to the bund specially authorized, accompanied by export application, giving all necessary particulars. After examination of the goods duty memorandum will be issued which the applicant must take to the Haikwan Bank to pay duty stated thereon. The shipping permit will be issued upon the production of duty receipt at the office.

20. The Customs clearance will be issued when all dues and duties have been paid.

21. Cargo for which a shipping permit had been issued, but which

## [Dairen Customs.]

cannot be received on board must be reported to the office without delay, so that "Shut-out" memorandum may be issued.

22. Trans-shipment of goods cannot take place without special permission from the Customs. In absence of a special permit the goods trans-shipped are liable to confiscation and the master to fine.

23. Tariffs in use in the Customs are—

(a) For foreign imports, the revised Import Tariff of 1902.

(b) For native imports and exports, the general Tariff for the trade of China.

\* On goods imported or exported by junk, with the exception of those articles specified in the separate table appended herewith, duty shall be levied at the rate of half that payable under the old Chinese tariff.

Classification.	Unit.	Duty.			
		H.t.	m.	c.	c.
All cereals ....	1 picul	0	0	4	0
Millet, Kaoliang ....	1 „	0	0	1	0
Indian corn ....	1 „	0	0	1	0
Beans ....	1 „	0	0	3	0
Bean cake ....	1 „	0	1	5	0
Fine porcelain ....	100 wrappers	1	0	0	0
Coarse ditto ....	100 „	0	6	4	0
Earthenware ....	1,000 pieces	0	1	4	0
Wrapping paper ....	100 kwai	0	6	2	0
Tea (green and black) ....	1 picul	0	7	0	0
All kinds of Chinese sheetings	1 „	0	7	0	0

24. In cases of appeal against fines and confiscations imposed by the Commissioner of Customs the procedure will be conducted in accordance with the spirit of "The Rules for Joint Investigation in cases of Confiscation and Fine by the Custom-house Authorities, Peking, 31st May, 1868 (No. 127)."

25. The Custom-house is open for transaction of business from 9 A.M. to 4 P.M., Sundays and holidays excepted.

Examination office will be open from 8 A.M. to 4 P.M.

26. Vessels wishing to load or discharge cargo before 6 A.M. and after 6 P.M., or on Sundays or holidays, must apply for a special permit from the Customs.

\* Added subsequently. In a Japanese Notification, dated 27th September, 1907, the object of this amendment is explained as follows:—"These duties are not leviable without distinction on all goods imported or exported by junk into the leased territory of the Kwangtung Province, but only on those which pass through the said leased territory. In accordance with the ordinary Regulations, no duties whatever shall be leviable on goods which are either the products of the leased territory or are to be consumed therein, even though they be exported or imported by junk. It should be borne in mind that the object in making this amendment in the Regulations aforesaid is to encourage the junk-carrying trade and that, with this intent, a specially low rate of duty is levied on goods exported or imported by junk as compared with that levied on goods exported or imported by steamer."



## [Dairen Customs.]

The fees charged on such permit are :—

	Haikwan taels.
For working before 6 A.M. . . . .	10
„ „ after 6 A.M. to 12 P.M. . . . .	10
„ „ from 6 P.M. to 6 A.M. . . . .	20
„ Sunday permit (whole day) . . . . .	20
„ „ „ (half day) . . . . .	10
„ holiday permit (whole day) . . . . .	20
„ „ „ (half day) . . . . .	10

\* The rate of exchange for Haikwan taels payable to the Customs at Dairen shall be determined by the rate ruling at Newchwang.

27. All business communications should be addressed to the Commissioner of Customs.

28. The term “interior” in the Regulations means any part of Chinese territory beyond the frontier of the leased territory.

### *Inland Waters Steam Navigation.*

The Dairen Customs, having been formally authorized to function in Dairen, are now empowered to issue steam navigation certificates. Steamers thus permitted to ply on the inland waters are to be guided generally by the rules and regulations of July and September, 1898 (**Nos. 138** and **140**), and the additional rules of September, 1902,<sup>†</sup> and October, 1903,<sup>‡</sup> but more especially by the regulations herebelow set forth.

2. Steamers about to ply in the inland waters are required to deposit their national papers, foreign or native, with the Customs, and will receive in exchange, on written application, the inland waters certificate. Such certificates are valid for one year, and a fee of 10 taels is payable on first issue and 2 taels for each annual renewal. Tonnage dues are payable once every four months.

3. Such certificated steamers may ply either (a) freely in the Dairen waters, or (b) according to regulations (1) from Dairen to a place or places inland and back; and (2) from Dairen to a place inland, thence to a Treaty Port, thence to a place inland, and thence back to Dairen. On making due report to the local Customs or tax office, and paying local dues or duties, they may land or ship cargo or passengers at any recognized places of trade passed in the voyage, but they may not ply between inland places exclusively without special authority. If visiting another Treaty Port on any such inland voyage, the Customs at such port are to be duly reported to, and all port regulations, national and native, complied with.

4. Whenever certificated steamers quit or return to Dairen, they

\* Added subsequently.

† Annex C to the British Treaty of 5th September, 1902 (**No. 28**). Vol. I. Page 187.

‡ Annex I to the Japanese Treaty of 8th October, 1903 (**No. 66**).

are to clear from and report to the Dairen Customs, handing in outward and inward manifests of cargo, reporting places to be called at or called at, and paying the prescribed duties. Opium and contraband goods are not to be carried inwards or outwards; if carried, the goods are confiscable, and the vessel subject to a fine of 500 dollars, a second offence entailing withdrawal of inland waters certificate and privileges.

5. The Colonial Government will assist the Dairen Customs to suppress smuggling, more especially the smuggling of opium and contraband.

6. The transmission of Chinese closed mails between Dairen and inland ports shall be free of charge, and the postal administration concerned will arrange a fitting procedure for the transmission of such closed mails through the Japanese leased territory from and to Chinese post-offices outside that territory.

7. The application of the inland waters steam navigation understanding will be restricted to steamers which ply on inland waters not inside the area of the Japanese leased territory.

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(No. 209.) *ORDINANCE to regulate Anchorages, Junks and other Boats at Weihaiwei.*

[No. 1 of 1907.]

[July 8, 1907.]

(L.S.) J. H. STEWART LOCKHART, *Commissioner.*

BE it enacted by the Commissioner of Weihaiwei as follows:—

1. This Ordinance may be cited as the “Anchorage and Junk and Boat Ordinance, 1907.”

2. It shall be lawful for the Commissioner to make, and when made to revoke and vary, Regulations for suitable anchorages in the waters of the Territory for steamers, junks, boats or other vessels, and for imposing penalties for the breach of any Regulations so made.

In this section the expression “the waters of the Territory” shall not include Admiralty waters as defined by Article 82\* of the Weihaiwei Order in Council, 1901 (No. 146), or by any Ordinance hereafter to be passed under the provisions of that Article.

3. It shall be lawful for the Commissioner to make, and when made to revoke and vary, regulations for the licensing, due management and control within the waters of the Territory of all junks, boats or other vessels, including cargo boats, lighters, water boats, bum-boats and vessels of similar description, for fixing the fees to be paid for licences, the scale of fares to be charged by such boats, and for imposing penalties for the breach of any regulations so made.

(No. 210.) *LIST of International Engagements to which China, as well as Great Britain, is a Party.* 31st December, 1907.

In addition to the Final Protocol of 7th September, 1901 (No. 26), the Import Tariff Agreement of 29th August, 1902 (No. 27), and the Whangpoo Conservancy Agreement of 27th September, 1905 (No. 31), China was also a Signatory, or has acceded, to the following International Engagements, to which Great Britain is also a party :—

**1864.**—22nd August. Convention (signed at Geneva) for the Amelioration of the Condition of the Wounded in Armies in the Field. (Parliamentary Paper, C. 3479 of 1865.)

Chinese Accession dated 29th June, 1904.

**1890.**—5th July. Convention (signed at Brussels) for the Publication of Customs Tariffs.

Chinese Accession notified 31st May, 1894.

**1899.**—29th July. Final Act (signed at The Hague) of the International Peace Conference. (Parliamentary Paper, C. 9534 of 1899.)

**1899.**—29th July. Convention (signed at The Hague) for the Pacific Settlement of International Disputes. (Parliamentary Paper, Cd. 798 of 1901.)

Chinese Ratification deposited 21st November, 1904.

**1899.** 29th July. Convention (signed at The Hague) with respect to the Laws and Customs of War by Land. (Parliamentary Paper, Cd. 800 of 1901.)

Chinese Accession dated 12th June, 1907.

**1899.**—29th July. Convention\* (signed at The Hague) for adapting to Maritime Warfare the Principles of the Geneva Convention of 22nd August, 1864. (Parliamentary Paper, Cd. 799 of 1901.)

Chinese Ratification deposited 21st November, 1904.

**1899.**—29th July. Declaration (signed at The Hague) respecting Expanding Bullets. (Parliamentary Paper, Cd. 3751 of 1907.)

Chinese Accession dated 21st November, 1904.

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\* With the exception of Article X.

## [List of Treaty Ports, &amp;c.]

**1899.**—29th July. Declaration (signed at The Hague) respecting Asphyxiating Gases. (Parliamentary Paper, Cd. 3751 of 1907.)

Chinese Accession dated 21st November, 1904.

**1906.**—6th July. Convention (signed at Geneva) for the Amelioration of the Condition of the Wounded and Sick in Armies in the Field. (Parliamentary Paper, Cd. 3502 of 1907.)

Chinese Ratification not yet deposited.

**1907.**—18th October. Final Act (signed at The Hague) of the Second International Peace Conference. (Parliamentary Paper, Cd. 3857 of 1908.)

**COLLISIONS AT SEA.**—The Regulations for preventing Collisions at Sea, and the Rules as to Signals of Distress, apply to Chinese ships of foreign type whether warships or not, but not, otherwise. See Order in Council of 7th July, 1897. "Hertslet's Commercial Treaties." Vol. 20. Page 653.

**POSTAL SERVICE.**—Although China itself is not in the Postal Union, Post Office agencies are maintained at various places in China by countries included in the Union. The Hong Kong Post Office maintains agencies at the following places:—Amoy, Canton, Chefoo, Foochow, Hankow, Hoihow (Kiungchow), Ningpo, Shanghai, Swatow, Tientsin and Weihaiwei (Liungkungtao). See "Post Office Guide."

**(No. 211.)** *LIST of Treaty Ports, Ports of Call, and Places open to British Trade in China and Tibet.* 31st December, 1907.

**(A) TREATY PORTS AND PLACES OPEN TO BRITISH TRADE.**

**Aihun (Aigun).**—Japanese Additional Agreement, 22nd December, 1905 (No. 67), Art. I.

**Amoy.**—Treaty of Nanking, 29th August, 1842 (No. 1), Art. II.

**Antung.**—United States Treaty, 8th October, 1903 (No. 100), Art. XII.

**Canton.**—Treaty of Nanking, 29th August, 1842 (No. 1), Art. II.

**Changchun.**—Japanese Additional Agreement, 22nd December, 1905 (No. 67), Art. I.

**Ch'angsha.\***—Japanese Treaty, 8th October, 1903 (No. 66), Art. X.

**Chao-Chow.**—See Swatow.†

**Chefoo.‡**—Treaty of Tientsin, 26th June, 1858 (No. 6), Art. XI.

**Chiang-mên.**—See Kongmoon.

**Chinan.**—Chinese Imperial Decree, 1904.

**Ching-wang-tao.**—Chinese Imperial Decree, 1898.

**Chinkiang.**—Treaty of Tientsin, 26th June, 1858 (No. 6), Art. X.

\* See Treaty of Shanghai, 5th September, 1902 (No. 28), Art. VIII, as to Ch'angsha, Wanhien, Nganking, and Waichow (Hui-chow).

† Chao-Chow is the Port named in the Treaty, but Swatow is the Port actually opened.

‡ Tangchow is the Port named in the Treaty, but Chefoo is the Port actually opened.

## [List of Treaty Ports, &amp;c.]

- Choutsun.**—Chinese Imperial Decree, 1904.  
**Chungking.**—Additional Article, 31st March, 1890 (No. 18), to the Chefoo Agreement of 1876.  
**Dairen (Dalny).**—Leased to Japan.  
**Fakumen.**—Japanese Additional Agreement, 22nd December, 1905 (No. 67), Art. I.  
**Fenghwangcheng.**—Japanese Additional Agreement, 22nd December, 1905 (No. 67), Art. I.  
**Foochow.**—Treaty of Nanking 29th August, 1842 (No. 1), Art. II.  
**Funing.**—See **Santuo.**  
**Gartok.**—Treaty between Great Britain and Tibet, 7th September, 1904, Art. II (see p. 205), confirmed by Convention between Great Britain and China, 27th April, 1906 (No. 32).  
**Gyantse.**—Treaty between Great Britain and Tibet, 7th September, 1904, Art. II. (see p. 205), confirmed by Convention between Great Britain and China, 27th April, 1906 (No. 32).  
**Hailar.**—Japanese Additional Agreement, 22nd December, 1905 (No. 67), Art. I.  
**Hang-chow.**—Japanese Treaty of Shimonoseki, 17th April, 1895 (No. 62), Art. VI.  
**Hankow.**—Treaty of Tientsin, 26th June, 1858 (No. 6), Art. X.  
**Harbin.**—Japanese Additional Agreement, 22nd December, 1905 (No. 67), Art. I.  
**Ho K'ou.**—French Convention, 20th June, 1895 (No. 53), Art. II.  
**Hoihow.**—See **Kiungchow.**  
**Hsinmintun.**—See **Sinminting.**  
**Hunchun.**—Japanese Additional Agreement, 22nd December, 1905 (No. 67), Art. I.  
**Ichang.**—Chefoo Agreement, 13th September, 1876 (No. 12), Section III, §1.  
**Kashgar.**—Russian Treaty, 14th November, 1860 (No. 82), Art. VI.  
**Kiao-chau.**—Leased to Germany.  
**Kirin.**—Japanese Additional Agreement, 22nd December, 1905 (No. 67), Art. I.  
**Kiukiang.**—Treaty of Tientsin, 26th June, 1858 (No. 6), Art. X.  
**Kiungchow.**—Treaty of Tientsin, 26th June, 1858 (No. 6), Art. XI.  
**Kong Kun Market.**—Special Article, 4th February, 1897 (No. 22), to Agreement modifying Burmah Convention.  
**Kongmoon.**—Treaty of Shanghai, 5th September, 1902 (No. 28), Art. X.  
**Kowloon.**—See Agreement, 11th September, 1886 (No. 16).  
**Kuanchengtzu.**—See **Changchun.**  
**Kuang-chow wan.**—Leased to France.  
**Kwang-chow.**—See **Canton.**  
**Lappa.**—See Convention, 1st December, 1887 (No. 74), Art. II.  
**Liaoyang.**—Japanese Additional Agreement, 22nd December, 1905 (No. 67), Art. I.  
**Lungchow (Long-tchéou).**—French Convention, 25th April, 1886 (No. 47), Art. I. See French Convention, 26th June, 1887 (No. 48), Art. II.  
**Manchuli (Mandchourie).**—Japanese Additional Agreement, 22nd December, 1905 (No. 67), Art. I.  
**Mengtze (Mong-tse).**—French Convention, 25th April, 1886 (No. 47), Art. I. See French Convention, 26th June, 1887 (No. 48), Art. II.  
**Momein.**—See **Tengyueh.**  
**Mukden.**—Japanese Treaty, 8th October, 1903 (No. 66), Art. X.  
**Nanking.\***—French Treaty, 27th June, 1858 (No. 40), Art. VI.  
**Nanning.**—Addendum to Agreement, 4th February, 1897 (No. 22), modifying Burmah Convention. See footnote on page 118.  
**Newchwang.†**—Treaty of Tientsin, 26th June, 1858 (No. 6), Art. XI.  
**Ningpo.**—Treaty of Nanking, 29th August, 1842 (No. 1), Art. II.  
**Ninguta.**—Japanese Additional Agreement, 22nd December, 1905 (No. 67), Art. I.  
**Pagoda Island.‡**—See **Foochow.**  
**Pakhoi (Pei-hai).**—Chefoo Agreement, 13th September, 1876 (No. 12), Section III, §1.  
**Samshui.**—Special Article, 4th February, 1897 (No. 22), to Agreement modifying Burmah Convention.

\* Effectively opened, 1st May, 1899.

† Yingkou is the Port of Newchwang.

‡ Anchorage for foreign vessels proceeding to Foochow.

## [List of Treaty Ports, &amp;c.]

- Sanhsing.**—Japanese Additional Agreement, 22nd December, 1905 (No. 67), Art. I.
- Santua.**—Chinese Imperial Decree, 1898.
- Shanghai.**—Treaty of Nanking, 29th August, 1842 (No. 1), Art. II.
- Shashih (Shasi).**—Japanese Treaty of Shimonoseki, 17th April, 1895 (No. 62), Art. VI.
- Sinminting.**—Japanese Additional Agreement, 22nd December, 1905 (No. 67), Art. I.
- Soochow.**—Japanese Treaty of Shimonoseki, 17th April, 1895 (No. 62), Art. VI.
- Sse-mao.**—French Convention, 20th June, 1895 (No. 53), Art. III.
- Swatow.\***—Treaty of Tientsin, 26th June, 1858 (No. 6), Art. XI.
- Tairen.**—*See Dairen.*
- Tangchow.**—*See Chefoo.†*
- Ta-tung-Kou (Tatungkow).**—Japanese Treaty, 8th October, 1903 (No. 66), Art. X.
- Tengyueh (Momein).**—Agreement, 4th February, 1897 (No. 22), Art. XIII, modifying Burmah Convention.
- Tiehling.**—Japanese Additional Agreement, 22nd December, 1905 (No. 67), Art. I.
- Tientsin.**—Peking Convention, 24th October, 1860 (No. 8), Art. IV.
- Tsintau‡ (Kiao-chau Bay).**—*See Kiao-chau.*
- Tsitsihar.**—Japanese Additional Agreement, 22nd December, 1905 (No. 67), Art. I.
- Tung-kiang-tzu (Tungchiangtzu).**—Japanese Additional Agreement, 22nd December, 1905 (No. 67), Art. I.
- Weihaiwei.**—Leased to Great Britain.
- Wei-hsien.**—Chinese Imperial Decree, 1904.
- Wenchow.**—Chefoo Agreement, 13th September, 1876 (No. 12), Section III, § 1.
- Woosung.**—*See Wusung.*
- Wuchow.**—Special Article, 4th February, 1897 (No. 22), to Agreement modifying Burmah Convention.
- Wuhu.**—Chefoo Agreement, 13th September, 1876 (No. 12), Section III, § 1.
- Wusung.**—Chinese Imperial Decree, 1898.
- Yatung.**—Regulations of 5th December, 1893 (No. 19), No. I. *See Treaty between Great Britain and China, 27th April, 1906 (No. 32).*
- Yentai.**—*See Chefoo.*
- Yingkou§ (Yinkou).**—*See Newchwang.*
- Yochow.**—Chinese Imperial Decree, 1898.

## (B) PORTS OF CALL.

(1) On the Yang-tze, for Passengers and Cargo. [Chefoo Agreement, 13th September, 1876 (No. 12), Section III, § 1]:—

**Hu-Kou, Luchikou, Nganking (Anking), Tatung, and Wu-Sueh.**

(2) On the West River, for Passengers and Cargo:—

- Do Sing (Tou-ch'êng).**—Treaty of Shanghai, 5th September, 1902 (No. 26), Art. X.
- Komchuk.**—Special Article, 4th February, 1897 (No. 22), to Agreement modifying Burmah Convention.
- Lo Ting Hau (Lo-ting k'ou).**—Treaty of Shanghai, 5th September, 1902 (No. 26), Art. X.
- Pak Tau Hau (Pai-t'u k'ou).**—Treaty of Shanghai, 5th September, 1902 (No. 26), Art. X.
- Shiuhing (Chao-ching).**—Special Article, 4th February, 1897 (No. 22), to Agreement modifying Burmah Convention.
- Takhing.**—Special Article, 4th February, 1897 (No. 22), to Agreement modifying Burmah Convention.

\* Chao-Chow is the Port named in the Treaty.

† Chefoo is the Port actually opened.

‡ Tsintau is the Port of Kiao-chau.

§ Yingkou is the Port of Newchwang.

## [List of Treaty Ports, &amp;c.]

(3) On the Yang-tsze, for Passengers. [Yang-tsze Regulations, 1898 (No. 139), Art. I]:—

**Hwangchow, Hwangtzekang, I-chang, and Kiangyin.**

(4) On the West River, for Passengers. [Treaty of Shanghai, 5th September, 1902 (No. 28), Art. X]:—

**Fung Chuen (Feng-ch'uan).**

**How Lik (Hou-li).**

**Kau Kong (Chiu-chiang).**

**Kulow (Ku-lao).**

**Luk Pu (Lu-pu).**

**Luk To (Lu-tu).**

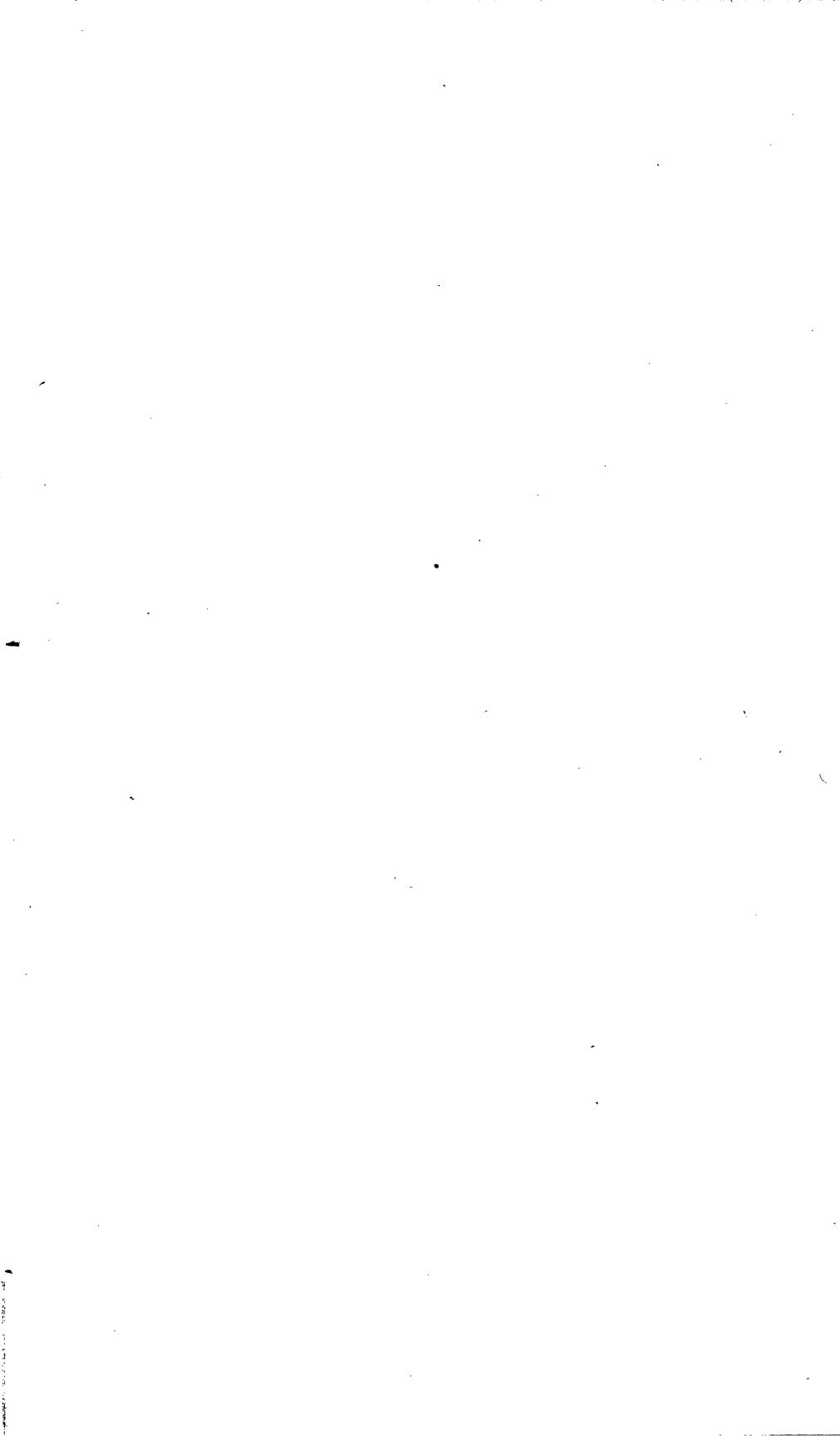
**Mah Ning (Ma-ning).**

**Wing On (Yung-an).**

**Yuet Sing (Yüeh-ch'eng).**

**Yung Ki (Jung-chi).**

NOTE.—British Consulates-General were established at **Chêngtu** (for the Province of Szechuen), and at **Yunnan-fu** (for the Provinces of Yünnan and Kweichow), in April, 1902. "See Foreign Office List."







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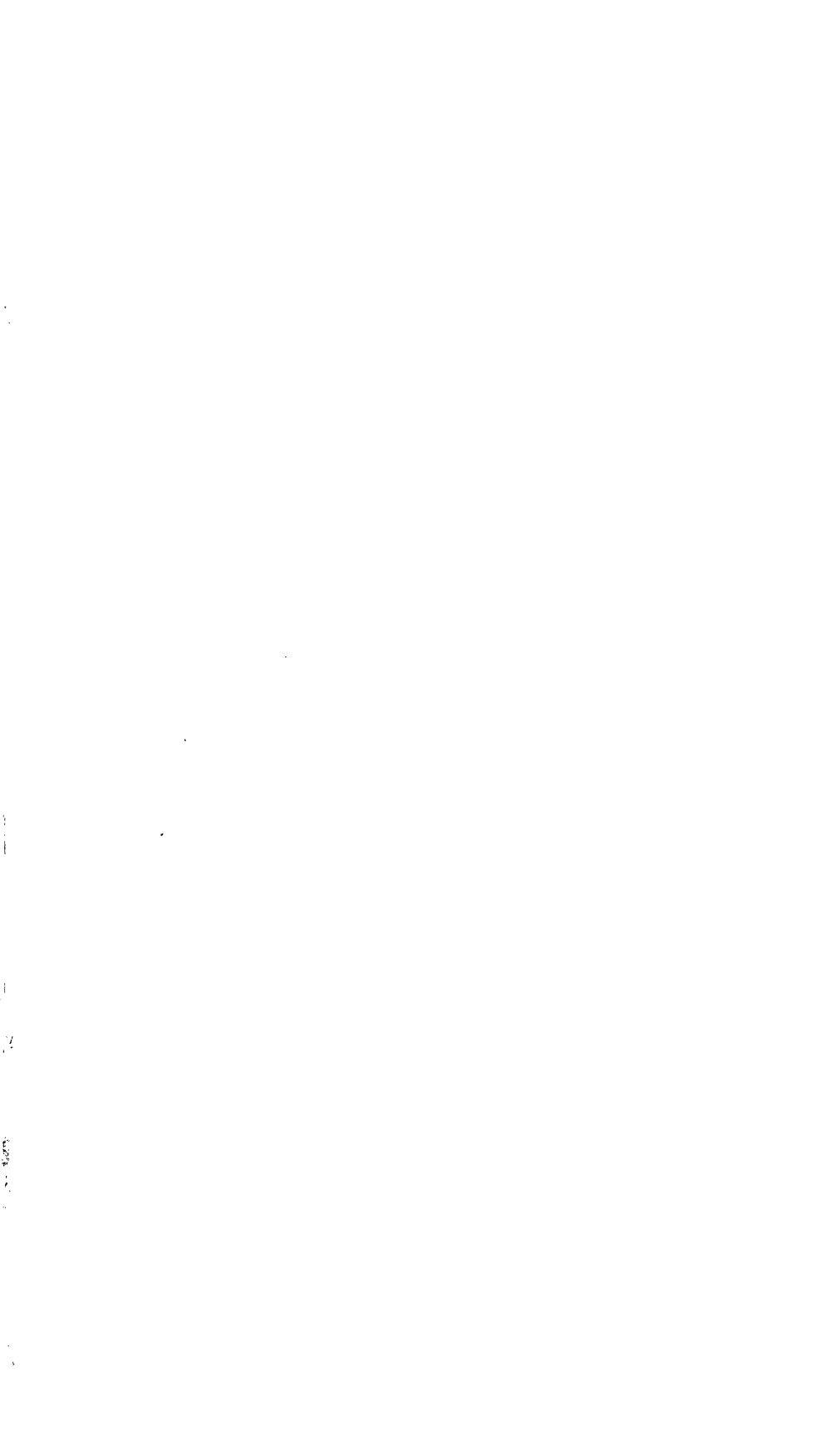
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